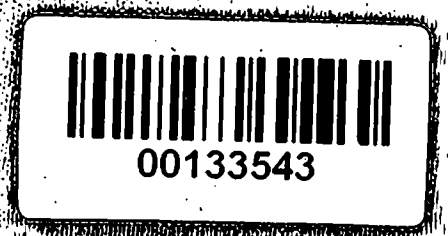
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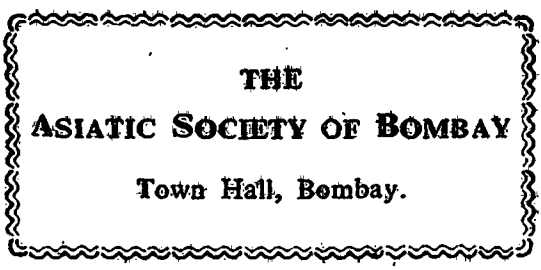

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REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE

YEAR 1872-73.

133543

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 14TH OCTOBER 1873.

BOMBAY:

PRINTED FOR THE CHAMBER AT THE
"BOMBAY GAZETTE" STEAM PRESS, MEDOWS STREET.

1874.

00133543

BOMBAY :

PRINTED AT THE "BOMBAY GAZETTE" STEAM PRESS.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

List of Members.

Messrs. ALDRIDGE, SALMON & Co.
" ALSEN, RIEBE & Co.
" BEHREND BROTHERS.
" BELL, BRANDENBURG & Co.
" CAMPBELL, MITCHELL & Co.
" CLASON (H.) & Co.
" DODS (H.) & Co.
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
" FINLAY, SCOTT & Co.
" FORBES & Co
" FRAMJEE, SANDS & Co.
" GADDUM & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
" KNOOP & Co.
" KUNLKER (A.) & Co.
" LAWRENCE & Co.
" LOCKHART (GEORGE) & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" NICOL (W.) & Co.
" PEEL, CASSELS & Co.
Messrs. RALLI BROTHERS.
" RITCHIE, STEUART & Co.
" SASSOON (D.) & Co.
" SIEGFRIED (JULES) & Co.
" SOUTHERN (R. L.) & Co.
" STEARNS, HOBART & Co.
" TIPPET (H. GRENDON) & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
" WATSON, BOGLE & Co.
AUSTRIAN TRADING COMPANY.
THE AGRA BANK, LIMITED.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE LONDON, ASIATIC, AND AMERICAN COMPANY, LIMITED.
THE NATIONAL BANK OF INDIA.
THE ORIENTAL BANK CORPORATION.
THE P. & O. S. N. COMPANY.

RETIRING COMMITTEE.

Hon'ble J. K. BYTHELL, *Chairman.*
Hon'ble J. A. FORBES, *Deputy Chairman.*

E. LORD, Esq. .....
SORABJEE FRAMJEE PATELL, Esq. .....
G. HAMILTON TRAILL, Esq. ..... } *Members.*
O. NÖLKE, Esq. .....
A. M. GUBBAY, Esq. .....

COMMITTEE FOR 1873-74.

E. LORD, Esq., *Chairman.*
D. WATSON, Esq., *Deputy Chairman.*

SORABJEE FRAMJEE PATELL, Esq. .....
O. NÖLKE, Esq. ..... } *Members.*
R. B. SEDGWICK, Esq. .....
J. SIMPSON, Esq. .....

JOHN GORDON, Esq., *Secretary.*
MUCKONDROW BHAWOO, *Head Clerk.*

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted at a General Meeting held on 1st December, 1864.

I. THAT the object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. That all persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. That one-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has

been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the members of the Chamber.

IV. That the Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 25 per month.*

VI. That the affairs and funds of the Association be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members, who shall be elected annually at a General Meeting of the Chamber in the month of September, and shall remain in office for one year, but be re-eligible on expiration of office. The Chairman and Deputy Chairman, as the case may be, to be *ex-officio* Chairman of the Committee, and in their absence the Committee to elect their own Chairman. Three to be a quorum. In the event of any Member of the Committee resigning or declining to serve, the remaining Members of the Committee shall fill up the vacancy.

VII. The Chairman, Deputy Chairman, and Members of Committee for election, must be proposed at least seven days before the General Meeting to be convened for the purpose of elections, and their names be published in the rooms of the Chamber for that period, and by circular. No two Members of one firm shall be on the Committee at the same time.

VIII. That all questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. That the Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and that their proceedings be laid on the table for the inspection of all Members, subject to such regulations as they may make.

* *Subscription.*—The following resolution was adopted at a Meeting of the Chamber on April 11th, 1870:—"That the subscription to the Chamber be reduced from Rs. 25 to Rs. 20, and that the charge for a copy of each of the publications to Members be Rs. 15 per mensem."

X. That General Meetings of the Chamber be held quarterly for the purpose of discussing any measures of public interest which may arise, and that in the interval between the Meetings the Committee of the Chamber be intrusted with the selection of subjects for discussion at those meetings, and give notice of the same to the Members beforehand. That a Special General Meeting shall be called by the Chairman, or by his order, seven days after the receipt of a requisition from any three firms, Members of the Chamber; but that a majority of firms, represented by one or more Members from each firm, being Members of the Chamber be required to constitute such General Meeting, and that the Annual General Meeting shall be held in the month of September, on such day as the Committee for the time being shall direct, such meeting to be convened on a seven days' notice. That all General Meetings of the Chamber shall be advertised in the newspapers.

XI. That the Committee be authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. That all moneys or funds of the Chamber, as received, be paid into the hands of the Treasurer or Treasurers for the time being, and that the same be available by cheques signed by the Chairman, or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee.

XIII. That a Secretary be appointed by a majority of Members in such way as the Committee for the time being may point out; that it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. That all the proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

XV. That any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but that a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. That an annual report of the proceedings be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. That the foregoing Rules be added to, or altered, only by a majority of Members of the Chamber.

XIX. That the firms whose signatures are attached be considered as acknowledging the "Bombay Chamber of Commerce" as now constituted, to represent their public and united interests.

XX. That the foregoing Rules be copied into a book, to be kept with the records of the Chamber, and be signed by all the Members, and that copies be printed and delivered to each firm.

SHIP TONNAGE SCALE AT BOMBAY.

At a General Meeting of Merchants held in the Offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried,—"That from and after the 1st of January 1857 the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary":—

Articles.	To the Ton.
Aloes, in kegs	16 cwt.
Alum, in bags	20 ,,
Annato, in cases	50 feet.
Apparel	50 ,,
Arrowroot, in cases	50 ,,
Assafœtida, in cases	50 ,,
Barilla	20 cwt.
Bees' Wax, in cases	50 feet.
Betelnut, in bags	16 cwt.
Blackwood, in straight square logs	50 feet.
Do. otherwise	20 cwt.
Books	50 feet.
Borax, in cases	50 ,,
Do. in bags	20 cwt.
Bullion	per cent.
Camphor, in cases	50 feet.
Canes, Rattans, in bundles	16 cwt.
Cardamoms, in bundles	50 feet.
Cassia Lignea, Fistula, and Buds	50 ,,
Chasum	10 cwt.
China Root, in cases	50 feet.
Cigars	50 ,,
Cinnamon, in bales	6 cwt.
Do. in cases	50 feet.
Cloves, in cases	50 ,,

ARTICLES—(*Continued.*)	To the Ton.
Cloves, in bags or frazils...	10 cwt.
Coals...	20 ,,
Cocoa, in bags	12 ,,
Coculus Indicus, in bags...	16 ,,
Coffee, in cases	50 feet.
Do. in bags or frazils...	16 cwt.
Coir, in bales	50 feet.
Do. in bundles or loose...	6 cwt.
Do. Rope, in coils	8 ,,
Colocynth, in cases	50 feet.
Colombo Root, in bags	14 cwt.
Copra, in robins	12 ,,
Do. in bags	12 ,,
Coral, Rough (not specimen), in bags	20 ,,
Cotton, in bales	50 feet.
Cowries, in cases	50 ,,
Do. in bags	20 cwt.
Cubebs	12 ,,
Cummin Seed, in cases	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	16 cwt.
Dates, wet	20 ,,
Do. dry	16 ,,
Dragon's Blood, in cases	50 feet.
Ebony, square and straight	50 ,,
Do. otherwis	20 cwt.
Elephants' Teeth, in cases	50 feet.
Do. in bundles	18 cwt.
Do. loose	20 ,,
Furniture	50 feet.
Galingals	12 cwt.
Galls, in bags	16 ,,
Do. in cases	50 feet.
Ginger, dry, in cases	50 ,,
Do. in bags	12 cwt.
Gram	20 ,,
Ground Nuts, shelled	16 ,,
Gums, of all kinds, in cases	50 feet.
Gum Olibanum, in bags	16 cwt.
Hurtall, in cases	50 feet.
Hemp, in screwed bales	50 ,,
Do. loose or in bundles	7 cwt.
Hides and Skins, in screwed bales	50 feet.
Hides and Skins, loose and in small bundles...	12 cwt.
Horns, Buffalo and Cow, loose	16 ,,
Horns, Deer, loose	8 ,,
Horn Tips, of any kind	16 ,,
Indigo, in cases	50 feet.
Jackwood	50 ,,
Lac Dye, in shells or cases	50 ,,
Linseed, in bags	18 cwt.

ARTICLES—(*Continued.*)	To the Ton.
Mace, in cases	50 feet.
Mother-o'-Pearl, in cases	50 ,,
Do. in bags	20 cwt.
Munjeet or Madder Root, in cases or bales	50 feet.
Do. in bundles or bags	12 cwt.
Musk; in cases	50 feet.
Myrabolams, in bags	16 cwt.
Nutmegs, in cases	50 feet.
Nux Vomica, in cases	50 ,,
Do. in bags	16 cwt.
Oil, of any kind, in casks	210 Im.gals.
Oil Seeds—Teel, Rape, Mustard, Khorassan, and Castor	17 cwt.
Opium	per chest.
Paddy, in bags	16 cwt.
Pepper, in bags	16 ,,
Pimento	14 ,,
Plumbago, in bags	20 ,,
Rattans, in bundles	16 ,,
Do. Ground	16 ,,
Red Wood	16 ,,
Rhubarb, in cases	50 feet.
Rice, in bags	20 cwt.
Safflower, in cases	50 feet.
Do. in screwed bales	50 ,,
Do. in bags	10 cwt.
Sago, in cases	50 feet.
Sal Ammoniac, in cases	50 ,,
Do. in bags	18 cwt.
Saltpetre	20 ,,
Sandal and Sapan Wood	16 ,,
Sealing Wax, in cases	50 feet.
Senna, in bags	6 cwt.
Do. in bales	50 feet.
Shells, Rough, in bags	20 cwt.
Silk, in bales	10 ,,
Do. in cases	50 feet.
Soap, in cases	50 ,,
Sugar, in bags	20 cwt.
Talc	20 ,,
Tallow	50 feet.
Tamarinds	18 cwt.
Tea, in chests	50 feet.
Timber, Teak: Spuare Planks and Poon	50 ,,
Do. Round, one-fifth off.	
Tobacco, in bales	50 ,,
Tortoise Shells, in chests	50 ,,
Turmeric, in bags	13 cwt.
Tutenague	20 ,,
Unrated Wood	14 ,,
Whanghees (*vide* Canes)	16 ,,

ARTICLES—(*Continued.*)	To the Ton.
Wheat	20 cwt.
Wines and Spirits, in casks	50 feet.
Do. in cases	50 ,,
Wool, in screwed bales	50 ,,
Zedory	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet.

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously,—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously,—"That when Freight is payable on weight, the same is to be on the Nett Weight delivered."

(Signed) W. F. HUNTER,

Chairman.

STEAMER TONNAGE SCALE.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously,—That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the nett weight delivered.

5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

ARTICLES.	To the Ton.
Aloes, in kegs	... 40 feet.
Alum, in bags	... 16 cwt.
Annato, in cases	... 40 feet.
Apparel	... do.
Arrowroot, in cases	... 40 feet.
Assafœtida, in cases	... do.
Barilla	... 16 cwt.
Bees' Wax, in cases	... 40 feet.
Betelnut, in bags	... 13 cwt.
Blackwood, in straight square logs	... 40 feet.
Do. otherwise	... 16 cwt.
Books	... 40 feet.
Borax, in cases	... do.

ARTICLES (continued.)	To the Ton.
Borax, in bags	16 cwt.
Bullion	per cent.
Camphor, in cases	40 feet.
Canes, Rattans, in bundles	13 cwt.
Cardamoms, in bundles	40 feet.
Cassia, Lignea, Fistula, and Buds	40 feet.
Chassum	8 cwt.
China Root, in cases	40 feet.
Cigars	do.
Cinnamon, in cases	do.
Cloves, in cases	do.
Do. in bags or frazil	8 cwt.
Cocoa, in bags	10 do.
Coculus Indicus, in bags	13 do.
Coffee, in cases	40 feet.
Do. in bags or frazils	12 cwt.
Coir, in bales	40 feet.
Do. in bundles or loose	5 cwt.
Do. Rope, in coils	40 feet.
Colocynth, in cases	do.
Colombo Root, in bags	8 cwt.
Copra, in robins	8 do.
Coral, Rough (not Specimens), in bags.	16 do.
Cotton, in bales	40 feet.
Cowries, in cases	do.
Cowries, in bags	16 cwt.
Cubebs	10 do.
Cummin Seed, in cases	40 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.
Dates, wet	16 do.
Do. dry	13 do.
Dragon's Blood, in cases	40 feet.
Ebony, square and straight	do.
Do. otherwise	16 cwt.
Elephants' Teeth, in cases	40 feet.
Elephants' Teeth, in bundles	14 cwt.
Do. loose	16 do.
Furniture	40 feet.
Galingals	10 cwt.
Galls, in bags	13 do.
Do. in cases	40 feet.
Ginger, dry, in cases	do.
Do. in bags	10 cwt.
Gram	15 cwt.
Ground Nuts, shelled	13 do.
Gums, of all kinds, in cases	40 feet.
Gum Olibanum, in bags	13 cwt.
Hurtall, in cases	40 feet.
Hemp, in screwed bales	do.
Do. loose or in bundles	5 cwt.

ARTICLES (continued.)	To the Ton.
Hides and Skins, in screwed bales	40 feet.
Do. loose and in small bundles.	do.
Horns, Buffalo and Cow, loose	13 cwt.
Do. Deer, loose	6 do.
Horn Tips, of any kind	13 do.
Indigo, in cases	40 feet.
Jackwood	do.
Lac Dye, in shells or cases	do.
Linseed, in bags	16 cwt.
Mace, in cases	40 feet.
Mother-o'-Pearl, in cases	do.
Do. in bags	16 cwt.
Munjeet or Madder Root, in cases or bales	40 feet.
Do. in bundles or bags	8 cwt.
Musk, in cases	40 feet.
Myrabolams, in bags	13 cwt.
Nutmegs, in cases	40 feet.
Nux Vomica, in cases	do.
Do. in bags	13 cwt.
Oil, of any kind, in casks	40 feet.
Oil Seeds, Teel, Rape, Mustard, Gingelly, and Castor	14 cwt.
Opium	per chest.
Paddy, in bags	13 cwt.
Pepper, in bags	13 do.
Pimento	12 do.
Plumbago, in bags	16 do.
Rattans, in bundles	13 do.
Do. Ground	do.
Red Wood	do.
Rhubarb, in cases	40 feet.
Rice, in bags	16 cwt.
Safflower, in cases	40 feet.
Do. in screwed bales	do.
Do. in bags	8 cwt.
Sago, in cases	40 feet.
Sal Ammoniac, in cases	do.
Do. in bags	15 cwt.
Saltpetre	16 do.
Sandle and Sapan Wood	11 do.
Sealing-Wax, in cases	40 feet.
Senna, in bags	5 cwt.
Do. in bales	40 feet.
Shell, Rough, in bags	16 cwt.
Silk, in bales	8 cwt.
Do. in cases	40 feet.
Soap, in cases	do.
Sugar, in bags	16 cwt.
Talc	do.
Tallow	40 feet.
Tamarinds	15 cwt.

ARTICLES (continued.)	To the Ton.
Tea, in chests	... 40 feet.
Timber, Teak, Square Planks and Poon	... do.
Do. Round, one-fifth off.	
Tobacco, in bales	... 40 feet.
Tortoise Shells, in chests	... do.
Turmeric, in bags	... 11 cwt.
Tutenague	... 16 do.
Unrated Wood	... 11 do.
Whangees (*vide* Canes)...	... 13 do.
Wheat	... 16 do.
Wines and Spirits, in casks	... 40 feet.
Do: do. in cases	... do.
Wool, in screwed bales...	... do.
Zedoary	... 16 cwt.

LIST OF LANDING CHARGES

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on Tuesday, 8th October 1872.

[These rates are understood to cover landing, oranage, and delivery on the bunder, but not Bunder Fees.]

	Rs.	a.	p.
Piece Goods from Europe, per bale or case	0	5	0
Spirits, Wine and Beer, per doz. quarts or 2 doz. pints ...	0	1	0
Oilman's Stores, (large cases)	0	3	0
Do. (small cases)	0	1	0
Copper and Yellow Metal per ton	2	0	0
Iron, (loose and in bundles)	1	8	0
Steel, (in kegs and loose)	1	8	0
Tin, Lead, and Spelter, per ton	1	8	0
Coal, per ton	1	0	0
Rice, per bag (not exceeding 1½ cwt.)	0	1	0
Sugar, do. do. do.	0	1	3
Paint (in oil), per ton	2	8	0
Gunny bags, (in bales)	0	7	0
Do. bundles, (bundle of 50)...	0	1	0
Crockery, (in casks or crates)	1	0	0
Wine and other Liquors, (in hogsheads)	0	10	0
Wine, (quarter casks)	0	5	0
Machinery in pieces, under a ton	1	12	0
Assafœtida, (in bags)	0	6	0
Beer and Porter, (in hogsheads)	0	8	0
Arrowroot, (in moras) per 1½ cwt.	0	2	0
Do. (in cases) per 1 cwt.	0	2	0
Almonds, per bag	0	1	0
Brassware, per ton	2	0	0
Beads, (in cases)	0	5	0
Brass leaves, do.	0	2	0
Borax do.	0	7	0
Boots do.	0	5	0
Books, (ordinary cases)	0	5	0
Coffee, (in bags) not exceeding 1½ cwt.	0	1	3
Do. (in casks and cases) per ton	1	8	0
Copra, (in bags)	0	1	0
Do. (in robins)	0	2	0
Chillies, (in bags)	0	1	0
Cocoanuts, (in bundles)	0	2	0
Cotton, (in docras half-pressed and full-pressed bales)	0	5	0
Cardamoms, (in bags)	0	2	0
Do. (in cases 2 cwt.)	0	6	0
Cheroots, (in cases of 10,000)	0	8	0
Coir, (in bundles of cwt.)	0	1	0
Carpets, ...	0	7	0
Camphor, (in cases)	0	4	0
Do. (in tubs)	0	1	6

	Rs.	a.	p.
Crackers, ...	0	4	0
Cassia, (in cases)	0	3	0
Canvas, (in bales)	0	5	0
Cashew-nuts, (in bags)	0	2	0
Dry Dates, (in mats or bags) per cwt....	0	1	0
Wet do. (do. do.) do.	0	1	0
Drugs, (in bags or cases)	0	5	0
Elephant Tusks, (in bundles)	0	6	0
Do. (pieces)	0	2	0
Dried Fruit (in bags, &c.), per cwt.	0	1	0
Sharkfins and fishmaws, (in bags)	0	4	0
Dried Ginger, (in cases or bags)	0	3	0
Grain of all sorts, per bag	0	1	0
Ghee, per dubba	0	4	0
Gums, (in bags) per cwt...	0	1	0
Ground Nuts, (in bags)	0	1	0
Hides, (in pressed bales) per cwt.	0	1	0
Indigo, (in cases)...	0	6	0
Jaghery, (in bags)	0	1	0
Jute, (in bales)	0	5	0
Shell Lac, (in cases)	0	4	0
Mace, (in cases)	0	3	0
Mats, of sorts, per cwt.	0	1	0
Medicine, (in cases)	0	5	0
Nuts of sorts, (in bags) per cwt...	0	1	0
Nutmegs, (in bags or cases) per cwt.	0	1	0
Oils, (in casks) per ton	2	0	0
Oil Kerosine, (in cases)	0	1	0
Pianos	5	0	0
Pepper, (in bags) per cwt.	0	1	0
Paper, (in bales or cases)	0	5	0
Do. China do.	0	3	0
Rope, per ton	2	0	0
Vermilion, (in cases)	0	4	0
Saffron, do.	0	5	0
Shells, (Mother-o' Pearl) (in bags), per cwt....	0	1	0
Seeds, (other sorts) do. do.	0	1	0
Safflower, (in bags)	0	2	0
Silk, China, (in bales)	0	6	0
Do. Pieces, (in cases)	0	6	0
Saltpetre, (in bags) per cwt.	0	1	0
Goat Skins, (in bales or bundles) per cwt.	0	1	0
Spices, (other sort) (in bags or cases), per cwt.	0	1	0
Turmeric, (in bags) per bag	0	1	0
Tea, (half chests)	0	1	0
Do. (whole do.)	0	2	0
Tobacco, (in small cases)	0	3	0
Do. (in longer)	0	4	0
Tallow, (in casks)	0	5	0
Umbrellas, (in cases)	0	5	0
Carriages	8	0	0

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales, as revised and adopted by the Chamber of Commerce, at a Special General Meeting held on Wednesday, the 2nd November 1870.

I. THAT Callipers shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. That if, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. That any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. That no measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. That public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. That a Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. That no bales be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. That the Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. That the Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. That the Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. That the bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the Certificate shall be void, and the bales shall be re-measured on board, written notice however in such case being given to the shipper, so that he may have the option of attending.

XII. That the salaries of the Measurers, and all other expenses connected with this scheme of measurement, be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. That a Special Committee of two Members of the Chamber be appointed by the General Committee, into whose charge shall be placed all matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme. That in case of any difference between the two Members of the Committee, the matter in question shall be decided by the General Committee of the Chamber.

Bombay Chamber of Commerce,

2*nd November* 1870.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and confirmed at a General Meeting held on the 11th February 1843.

		Per Cent.
1.	On procuring freight ... ... Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	5
2.	On collecting freight	2½
3.	On tendering a vessel (if accepted) for the conveyance of troops ; on the amount of the charter party ...	5
4.	On shipping goods of every description on which no commission for the purchase has been charged ...	2½
5.	On shipping treasure, bullion, and jewellery ...	1
6.	On ship's disbursements when in funds...	1
7.	On ship's disbursements when not in funds... ...	2½
8.	On account of passage-money, whether the same passes through the Agent's hands or not	2½
9.	On effecting insurance	½
10.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash...	2½
11.	On the sale or purchase of goods of all denominations (except as under)	5
12.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
13.	On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions	2½
14.	On the sale or purchase of treasure or bullion ...	1
15.	On the sale or purchase of cattle	5½
16.	On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	

		Per Cent.
17.	On goods consigned and afterwards withdrawn, invoice cost	2½
18.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale ...	2½
19.	On attending the delivery of contract goods to the Company or individuals	2½
20.	On collecting house rent	2½
21.	On sale or purchase of private Bills of Exchange ..	1
22.	On effecting remittances by Bills of Exchange ...	1
23.	On taking up at interest bills from the Company exclusive of one per cent. on remitting	1
24.	On exchanging Company's securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
25.	On surrendering or depositing in the Treasury Company's security of all descriptions	½
26.	On procuring money on respondentia or on loan ...	2
27.	On recovering of bands, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	2
28.	On debts when a process at law by arbitration is necessary	2½
29.	On debts when recovered by such means	5
30.	On managing the affairs of the estate for an executor or administrator...	5
31.	On recovering funds from a bankrupt estate	2½
32.	On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise...	2½
33.	On bills of exchange returned noted or protested ...	1
34.	On granting and cashing letters of credit	2½
35.	On becoming security to Government or public bodies in any case	2½
36.	On depositing Government paper as security for constituents	1
37.	On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged ...	1
38.	In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS.—By a Resolution of the Chamber passed unanimously on the 29th of March 1866, it was ruled "that the recognised rate of commission in England on the sale of consignments from Bombay taken after this date be 3½ per cent., exclusive of brokerage and guarantee, and that the same be added to the Scale of Commissions sanctioned by the Chamber."

At a Special General Meeting of the members of the Chamber of Commerce held on 30th April 1868, it was unanimously resolved that the following rates for ships' commissions be added to the general list of commissions approved by the Chamber :—

For executing orders to Charter or engage Tonnage in Bombay or at outports ... ...2½ per cent.

On realising Bottomry Bonds or negotiating any loan on *respondentia* ... ...2½ per cent.

On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as agent for the Master on behalf of all concerned, on the declared value of all such goods as may be reshipped, and on net proceeds of all such goods as may be publicly sold ... ...5 per cent.

If Opium, Indigo, Raw Silk or Silk Goods ... ...2½ per cent.

If Treasure, Precious Stones, or Jewellery ... ...1 per cent.

On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo ... ...5 per cent.

On Ships leaving the Port in ballast which have been consigned inward free of commission, 6 annas per ton upon the English tonnage.

On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English tonnage.

SHIP FREIGHT INWARDS.

IT is hereby notified that, at a SPECIAL GENERAL MEETING of the MEMBERS of the CHAMBER of COMMERCE held on WEDNESDAY, 22nd March, it was unanimously resolved that the Agreement of 1858, and as subsequently revised in 1868, regarding the payment of Inward Freight, be cancelled, and that, in future, payment should be regulated in conformity with the following Resolutions:—

I.—"That the payment of Inward Freight, when stated simply in sterling, shall be made at the rate of 2*s.* per Rupee."

II.—"That the payment of Inward Freight, when stated to be payable in sterling at the current rate of Exchange, shall be made at the current rate of First-class Credit Bills at 6 months' sight on London."

By order of the
Committee of Management,

JAMES TAYLOR,
Secretary.

BOMBAY CHAMBER OF COMMERCE,
15*th April*, 1871.

GENERAL MEETINGS IN 1872-73.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held at the Office of the Chamber on Friday, the 8th November 1872, for the transaction of the following business:—

1. To vote an address to His Excellency Lord Northbrook, Viceroy and Governor-General of India.

2. To receive the Report of the Special Committee appointed to consider and report on the Port Trust Bill.

Present :—

Hon'ble J. K. BYTHELL, *Chairman*, in the Chair.

Mr. JAMES MACALISTER, *Deputy Chairman*.

Mr. W. Lang.
,, D. Graham.
,, R. E. Bickerdike.
,, R. B. Sedgwick.
,, E. Lord.
,, H. Maxwell.
,, M. B. Manuel.
Captain G. F. Henry.
Mr. G. A. Kittredge.
,, W. A. Baker.
,, J. Munro.
,, W. H. Baily.
,, Sorabjee Framjee Patell.

Mr. JAMES TAYLOR, *Secretary*.

The Notice convening the Meeting having been read by the Secretary,

The Chairman read the draft of a Memorial which had been prepared by the Committee for presentation to the Viceroy on his arrival in Bombay and moved the adoption of the same. The motion was seconded by Mr. D. Graham, and carried unanimously.

Captain Henry submitted the Report of the Committee appointed to consider the Port Trust Bill, and moved that the Committee of the Chamber be requested to place the same before the Government of Bombay. Mr. W. Lang seconded the motion, which was put from the chair and carried unanimously.

It was proposed by Mr. J. Macalister, and seconded by Mr. H. Maxwell,—

That it be recommended that a Section be introduced into the Act empowering the Port Trust to undertake the landing and shipping of cargo.

The motion on being put from the chair was carried by 12 to 3.

It was proposed by the Chairman, and seconded by Mr. W. H. Baily,—

That the Members of the Committee receive the thanks of the Chamber for the complete and thorough manner in which they have examined and reported on the Port Trust Bill.—*Carried unanimously.*

The Meeting was then dissolved.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held at the Office of the Chamber on Wednesday, the 16th July 1873, for the transaction of the following business:—

1. To elect a Deputy Chairman in the room of Mr. James Macalister, proceeded to Europe.

2. To consider the Resolution of Government passed in February last on the subject of the Cotton Frauds Act.

Present:—

Hon'ble J. K. BYTHELL, *Chairman.*

Hon'ble J. A. Forbes.	Captain G. F. Henry.
Mr. R. Ewing.	Mr. A. C. Oliphant.
,, W. Lang.	,, John Y. Lang.
,, R. B. Sedgwick.	,, O. Nölke.
,, Sorabjee Framjee Patell.	,, H. E. Bright.
,, E. Lord.	,, W. H. Baily.
,, C. Macdonald.	,, G. H. Traill.
,, D. McIver.	,, H. Cope.

Mr. JAMES TAYLOR, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,—

Proposed by Mr. James G. Smith (Messrs. Ritchie, Stewart and Co.), seconded by Mr. H. E. Bright (Messrs. Wallace and Co.),—

That the Hon'ble J. A. Forbes (Messrs. Forbes and Co.) be elect-

ed Deputy Chairman in the place of Mr. James Macalister, proceeded to Europe.—*Carried unanimously.*

The Chairman then addressed the Members at some length on some of the principal topics that had engaged the attention of the Committee since the last General Meeting.

It was then proposed by Mr. W. Lang (Messrs. Finlay, Scott and Co.), seconded by Mr. R. B. Sedgwick (Messrs. Killick, Nixon and Co.), and carried unanimously,—

"That a Special Committee be appointed to consider the Resolution of Government, passed in February last, on the subject of the Cotton Frauds Act, and to report to the Chamber as to the answer that should be given to the same on or before the Annual General Meeting to be held about the beginning of October next.

"The Committee to consist of the following gentlemen:—

The *Chairman*—Hon'ble J. K. BYTHELL.

Mr. James G. Smith	of	Messrs.	Ritchie, Steuart & Co.
,, W. G. Hall	of	,,	W. Nicol & Co.
,, H. E. Bright	of	,,	Wallace & Co.
,, J. Graham	of	,,	W. & A. Graham & Co.
,, W. Lang	of	,,	Finlay, Scott & Co.
,, R. Ewing	of	,,	Finlay, Muir & Co.
,, W. F. Peel	of	,,	Peel, Cassels & Co.
,, E. Lord	of	,,	Lyon & Co.
,, M. B. Manuel	of	,,	Ralli Brothers.
,, O. Nölke	of	,,	Volkart Brothers.
,, P. A. R. Oldfield	of	,,	Ewart, Latham & Co.
,, Sorabjee Framjee Patell	of	,,	Framjee, Sands & Co.
,, L. A. Blascheck	of	,,	Austrian Trading Co."

There being no other business before the Meeting, it was dissolved after a vote of thanks to the Chairman.

THE ANNUAL GENERAL MEETING of the Members of the Chamber of Commerce was held at the Offices of the Chamber on Tuesday, the 14th October 1873, for the transaction of the following business:—

1. To receive the report of the outgoing Committee, and to elect a Committee for the ensuing year.

2. To receive the report of the Committee appointed to consider the resolution of Government on the subject of the Cotton Frauds Act.

Present :—

Hon'ble J. K. Bythell, *Chairman.*

Mr. E. Lord.
,, W. Nixon.
,, J. L. Symons.
,, Sorabjee Framjee Patell.
,, O. H. Ruelberg.
,, T. E. Taylor.
,, McHinch.
,, W. F. Peel.
,, James G. Smith.
,, John Y. Lang.
Mr. O. Nölke.
,, H. E. Bright.
,, W. S. D. Blackhall.
,, James Simpson.
,, L. A. Blascheck.
,, H. Cope.
,, W. Gilbert.
,, R. H. Cheetham.
Captain G. F. Henry.

Mr. James Taylor, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman addressed the Meeting on some of the topics referred to in the report of the Committee for the year 1872-73, which had been circulated amongst the Members and suggested to the Meeting that the report be taken as read, which was agreed to.

Proposed by Mr. W. Nixon (Messrs. Killick, Nixon & Co.), and seconded by Mr. R. H. Cheetham (Messrs. Greaves, Cotton & Co.),—

"That the report of the Committee that has been circulated be received with thanks, and printed for general information, together with the documents therein referred to ; and that the members of the retiring Committee do now receive the thanks of the Chamber for their attention to its interests during the year of office now expired."—*Carried unanimously.*

The Chairman returned thanks on behalf of the retiring Committee.

It was proposed by Mr. James G. Smith (Messrs. Ritchie, Steuart & Co.), and seconded by Mr. W. F. Peel (Messrs. Peel, Cassels & Co.),—

"That the following gentlemen be appointed the Committee for the ensuing year :—

Mr. H. E. Bright (Messrs. Wallace and Co.), *Chairman*.
,, E. Lord (Messrs. Lyon and Co.), *Deputy Chairman*.
,, Sorabjee Framjee Patell (Messrs. Framjee, Sands & Co.),
,, O. Nölke (Messrs. Volkart Brothers),
,, G. Hamilton Traill (Agent Oriental Bank Corporation),
,, A. M. Gubbay (Messrs. David Sassoon & Co.),
,, T. E. Taylor (Messrs. Lawrence and Co.),
} *Members of Committee.*"

—*Carried unanimously.*

The following report of the Sub-Committee appointed to consider the resolution of Government on the subject of the Cotton Frauds Act was then submitted to the Meeting by Mr. James G. Smith.

In accordance with the resolution passed at the General Meeting of the Members of the Chamber, held on 16th July last, your Committee took into consideration the resolution passed by the Government of Bombay, under date 6th February 1873, on the subject of maintaining the Cotton Frauds Act.

The following questions, prepared by your Committee, accompanied by a Circular Letter from the Secretary to the Chamber, were sent to the Cotton Merchants and agents in the Mofussil:—

I. What is your opinion of the working of the Cotton Frauds Act; and do you consider that the supervision of the Inspectors has had any effect in checking fraud and adulteration in cotton in your Districts? Please state how the supervision is exercised.

II. State your experience of the action of the Inspectors under the Cotton Frauds Act, (1) when they were under an Inspector-in-Chief, and (2) since the 31st March 1873, when they were placed under the Collector?

III. Has the time that has elapsed since the alteration was made, been sufficient to enable you to form an opinion, and do you consider the change of system has yet had a fair trial?

IV. If you consider the present system ineffective, can you suggest any method of inspection, which, in your opinion, would be effective

The replies received to these questions having been fully considered,—

Your Committee have now the honour to report to the Chamber that they are of opinion that the alterations made by Government in working the Act, by placing Cotton Inspectors under the control

of the Collectors of the Districts in which they are employed, are likely to render its operations more successful than they have hitherto been, but as these alterations only came into force at the end of the cotton season, they are unable to state from their experience that any good has yet resulted.

Under these circumstances they consider that it would be premature to express an opinion as to the advisability of repealing the Act as now worked in the districts. But they are distinctly of opinion that the Inspector-in-Chief and his Staff are useless in the Presidency Town, and recommend that the Office of Inspector-in-Chief be abolished, and the Bombay Staff paid off or transferred to the cotton-growing districts.

JAMES G. SMITH.	W. F. PEEL.
H. E BRIGHT.	W. LANG.
O. NÖLKE.	M. B. MANUEL.
SORABJEE FRAMJEE.	L. A. BLASCHECK.

The following gentlemen, members of the Committee, but who were unable to attend the Meeting, also approve the report :—

JOHN K. BYTHELL.
P. A. R. OLDFIELD.
W. G. HALL.

Mr. James G. Smith then moved, and Mr. H. E. Bright seconded, the following resolution :—

"That the report of the Committee be received, and a representation in accordance therewith be made by the Committee of the Chamber to Government."—*Carried unanimously.*

Mr. John Lang called the attention of the Meeting to the Steam Ship Survey Bill which had been for some time before the Council of His Excellency the Governor for making Laws and Regulations —and to the objections entertained against some of the clauses— and proposed the following resolution :—

"That the New Committee be instructed to call a Special General Meeting at an early date to consider what steps should be taken with regard to the Steam Ship Survey Bill, lately introduced into His Excellency the Governor's Council for making Laws and Regulations."

The resolution was seconded by Mr. McHinch (Messrs. W. Nicol & Co.), and, on being put to the Meeting, was carried unanimously.

The business being concluded, the Meeting terminated with a vote of thanks to the Chairman.

ANNUAL REPORT.

YOUR Committee have now the honour to report to the Members of the Chamber on the principal topics which have engaged their attention during the official year just closed.

THE PORT TRUST ACT.

At the Annual Meeting of the Members of the Chamber held on 8th October 1872, a Special Committee was appointed to consider the provisions of the Port Trust Bill, which had just then been laid before the Council of the Governor of Bombay for making Laws and Regulations, and to submit on as early a date as possible a Report embodying their opinion as to the representation that should be made by the Chamber to His Excellency in Council on the subject of the same.

The Special Committee, after a careful examination of the various clauses of the Bill, submitted their report to the Members of the Chamber at a Special General Meeting held on the 8th November. The report—with a clause added, to the effect, "that it be recommended that a section be introduced into the Bill empowering the Port Trust to undertake the landing and shipping of cargo"—was adopted and printed with the various alterations suggested in the Bill, and in due course laid before His Excellency the Governor for his favourable consideration, and with a request that the report with its suggestions be submitted to his Council for making Laws and Regulations.

When the Chamber accepted the report of the special Committee, it did so on the understanding that, what that Committee pointed out as "a grave omission in the Bill," namely, "the want of any provision for the furnishing by

" the Supreme Government, free of interest, of the capital " required to complete the Docks and other necessary works " to make the Trust productive," should be supplied by a clause being inserted in the Bill to the foregoing effect, or a guarantee given by the Government of India that the money (understood to be nothing short of a million sterling) should be supplied, when required, on the above-mentioned condition.

This matter was specially pressed on Lord Northbrook for his favourable consideration by your Committee when His Lordship was in Bombay in November last, and the matter came before the Council of the Government of India for consideration while His Lordship was still here. The members are no doubt aware that, though no clause was introduced into the Bill to provide for the want referred to in the special Committee's report—what may be called a letter of guarantee was addressed by the Government of India to the Government of Bombay, under date 2nd December 1872, which,—in the language of the Government of India Resolution, dated 1st July last, published in a Supplement to the *Gazette of India* of 2nd August, is described as having undertaken,—" that if that scheme [Mr. " Ormiston's scheme for Docks and Basins] should, after " having been examined by the Government of Bombay, " commend itself to the Government of India, proposals " based on it, involving the grant of capital without interest " till the scheme should be in work would be favourably " received."

The Port Trust Bill after undergoing lengthened discussion in the Legislative Council was duly passed : it received the assent of the Governor of Bombay on the 3rd March, of the Governor General on the 24th May, and was first " published for general information" in the *Government Gazette* of 3rd July.

At the request of your Committee a series of important papers, regarding the scheme for Deep Water Basins and

Docks on the Elphinstone Estate, have recently been laid before the Chamber by the Trustees of the Port Trust, and these are now available for the use of Members on application.—(*Appendix* A.)

REPEAL OF THE EXPORT DUTY ON WHEAT.

At the last Annual General Meeting a resolution was unanimously passed, to the effect that the Committee of the Chamber be empowered to forward a memorial to the Government of India, praying for a repeal of the duty on Wheat, and that a Committee be appointed to lay the matter before His Excellency the Viceroy during his visit to Bombay.

In conformity with this resolution, your Committee prepared and forwarded a memorial to His Excellency the Governor General in Council on the 12th October last, praying for the repeal of the duty in question;—copies of the memorial were also sent to the Kurrachee Chamber, with a request that that Chamber should take an opportunity of supporting the memorial during the short stay of His Excellency at Kurrachee when *en route* for Bombay.

When Lord Northbrook was in Bombay in November, a deputation from the Chamber waited on him at Parell to state their views on the subject, and to support the prayer of the memorial, the opinions laid before His Lordship were favourably considered, and, as the members are well aware, the Governor General in Council was pleased to notify in the *Gazette of India*, under date 4th January 1873, that Wheat exported from British India was from that date exempted from the duties of Customs, to which it is liable under the Indian Tariff Act of 1871.—(*Appendix* B.)

REGISTRATION OF PARTNERSHIPS.

This question had been carefully considered on various occasions by the Chamber since the year 1867 when a repre-

sentation was first made to the Government of Bombay, to move the Government of India to pass an Act for the compulsory registration of partnerships, and of deeds of trust and of gift.

As nothing had been done in the matter, and as further representations had been made to the Chamber urging the expediency of an Act being passed to meet the important suggestions above referred to, your Committee addressed the Government of Bombay on the whole subject, recapitulating the steps that had been previously taken by the Chamber, forwarding copies of all previous correspondence, and requesting His Excellency in Council to do the Chamber the favour to ascertain whether it is the intention of the Government of India to legislate on this important matter, or state, for the information of the members, the objections that may be entertained against the proposal.

In reply, your Committee were informed, under date 21st April last, that the Government of India had been applied to for the information asked for by the Chamber, and that the proposal for the compulsory registration of partnerships and of deeds of trust and of gift had been recommended to that Government for favourable consideration. While this report is passing through the press, a letter has been received from the Government of Bombay forwarding copy of a letter from the Government of India, dated 15th September, in which it is stated that "after careful consideration, the Go-"vernor General in Council has arrived at the conclusion "that it is not advisable to undertake at present any legisla-"tion in this direction."

Regarding another matter of much importance to the mercantile community, which was referred to in the representation made by your Committee, namely, the difficulty of obtaining the execution of the decrees of the High Court against absconding debtors in Native States, the Chamber was informed that the Judicial Administration in a large number of those States had

not been placed on a basis which would admit of Government offering perfect reciprocity in the matter of the execution of decrees, and that until this can be done Government cannot equitably insist on the Native States giving immediate effect to the decisions of British Courts of Justice.

Your Committee cannot but express their regret that the correspondence referred to has thus far been so unsatisfactory.—(*Appendix* C.)

TRANSIT DUTIES IN HOLKAR'S TERRITORY.

It having been represented to the Chamber that His Highness the Maharajah Holkar had raised the transit tax on goods entering and passing through his territories, your Committee addressed the Agent to the Governor General, Central India, on the subject, pointing out that any addition to the existing duties could not fail to have an injurious effect on the trade of Bombay with Central and Northern India, and requesting him to favour the Chamber with any information he could communicate on the subject.

The First Assistant to the Resident, Captain Berkeley, replied very promptly, forwarding copy of a letter which he had received from Sir T. Madava Rao, from which it appeared that His Highness the Maharajah had passed an order which prescribed a new scale for estimating the weight of goods carried in carts for purposes of duty; the effect of the new scale it appears was to raise the duty, and His Highness deemed it best to suspend the operation of it, "pending "a mature consideration and revision of the existing system "of duties."—(*Appendix* D.)

INCREASED BUNDER FEE ON PIECE-GOODS.

The attention of your Committee was called to an announcement in the *Government Gazette* of the 9th January last, from

which it appeared that the rate charged for Piece-goods landed at Government bunders had been altered from two annas per case or bale under 12 cubic feet, and 4 annas per case or bale over 12 feet to an uniform rate of 3 annas per bale. It was represented to Government that the announcement had caused dissatisfaction, that though merchants would gladly approve an all-round rate, to save the trouble and delay in measuring bales on the bunders—such a rate should be a fair average one,—whereas from statistics laid before the Committee it appeared the effect of the order would be to raise the charge on the great bulk of the trade. The matter was re-considered by Government, and a resolution passed to the effect that the all-round rate per bale or package should be fixed at 2½ annas.—(*Appendix* **E.**)

THE HYDRAULIC LIFT DOCK AT HOG ISLAND.

The opinion of the Chamber was requested by Government early in the present year—whether having in view the fact that the Suez Canal now affords great facilities for taking ships to England for repair, it is probable that the Hydraulic Lift and Dock at Hog Island will as it now stands be used to any great extent by the mercantile community.

In reply, your Committee stated that from their own experience and the information before them, they were decidedly of opinion that there is no probability of the Hydraulic Lift and Graving Dock at Hog Island being used by merchant ships or steamers, except under very exceptional circumstances.

It was represented that the Dock was too far away from the business of the town to get tradesmen for the necessary repairs of any ship, and also that inconvenience would be felt in providing for the crews of vessels in the Dock to say nothing of getting there and back. It was also stated that there is plenty of accommodation for all the ships and steamers visiting the Port, on the Island of Bombay, and

that in point of fact, during the last two years some of the Docks we have, have not had sufficient employment to make them pay. On these grounds your Committee informed Government that there was little probability of the Hydraulic Lift and Dock being used by the mercantile community of Bombay.—(*Appendix* F.)

COMPULSORY ISSUE OF WARM CLOTHING, &c., TO NATIVE SEAMEN VOYAGING BEYOND THE TROPICS.

The opinion of the Chamber was requested by Government on a representation which had been made by the Shipping Master, to the effect that it was no longer necessary to continue the compulsory issue to native seamen of warm clothing by masters or owners of vessels voyaging beyond the Tropics, and suggesting that owners or masters of such vessels should be required to carry a supply of warm clothing and issue the same at reasonable rates to those of the crew wishing to be supplied with it. He also recommended that the issue of tea and sugar to native seamen in foreign-going steamers or vessels voyaging beyond the tropics should be made compulsory.

In reply, your Committee, on the information laid before them, in substance recommended the proposals of the Shipping Master to the favourable consideration of Government. It was pointed out that members of the Chamber having much experience of native seamen were of opinion that legislation in the matter of a supply of warm clothing to lascars when voyaging beyond the tropics was quite unnecessary; that the men had great objections to any stoppages being made from their pay, and regard even the shipping and discharging fees as so much injustice done them; and that they would undoubtedly complain of a stoppage of Rs. 5 for a suit of clothes which they could probably purchase at a cheaper rate themselves. Your Com-

mittee further stated, on the information placed before them, that they were of opinion that the native seamen are well fed, get good pay, and are as a rule well cared for.

From a resolution of Government, forwarded to the Chamber for information, it appears the papers were forwarded to the Government of India with a recommendation that sanction may be given to the suggestions of the Shipping Master being carried out.—(*Appendix* G.)

THE DANGER TO SHIPS IN THE HARBOUR FROM THE WANT OF BUOYS NEAR THE MALET SHELF.

It was represented to the Chamber, at the end of November last, that the rock known as the "Malet Shelf," which is in the fairway of the in-shore navigation, and only dry at very low tides, is not marked in any way to indicate its position, and the consequence is that cargo boats frequently run upon it, thereby causing not only damage to boats, but running serious risk of damaging and losing cargo. It was also pointed out that the shoals off Cross Island are very imperfectly marked.

Your Committee submitted the substance of the representations made to them to Government, in the Public Works Department, trusting it was only necessary to draw attention to these serious drawbacks to the safety of in-shore navigation in the harbour to have them promptly remedied. No answer was received to this communication, but your Committee learned otherwise that to a somewhat similar communication from the Harbour Board, who at the same time requested permission to undertake at once the construction of a beacon on the Malet Shelf—Government in the Public Works Department passed a resolution, under date 7th November last, to the effect—"That this was "one of the works to which the New Port Trust might

" very properly pay early attention. At present it is not " advisable that the Harbour and Pilotage Board, who are " in debt, should undertake any new works."

The statement, however, that " the Harbour and Pilotage " Board are in debt," must be a mistake, as your Committee are given to understand that that Board will hand over to the Port Trust a considerable balance in its hands when it was abolished,—on being superseded by the Port Trust.—(*Appendix* H.)

A NIGHT SIGNAL FOR THE CHINA MAIL.

The opinion of the Chamber was requested by Government on a proposal of the Postmaster of Bombay for the institution of a Night Signal to indicate the arrival of the China Mail.

The matter had been in the first instance submitted to the Harbour and Pilotage Board, who had minuted to the effect, " That the Board did not consider the China Mail of " that importance to warrant the introduction of additional " Night Signals that are liable to be mistaken for signals " from vessels in distress off the Port, and likely to lead to " delay and confusion in consequence."

Your Committee, in addressing Government on the subject, stated their entire concurrence in the opinion that had been expressed by the Harbour and Pilotage Board.—(*Appendix* I.)

ESTABLISHMENT OF A LIGHT HOUSE ON CAPE GUARDAFUI.

In May last the opinion of the Chamber was requested on the question of the establishment of a Light House on Cape Guardafui, which subject had been brought to the notice of Government in a letter from His Excellency Sir Bartle Frere, with accompaniments, under date 10th January last.

In reply, your Committee informed Government that in the opinion of the Chamber a Light House placed on the extreme point of the Cape would be a very great benefit to all ships and steamers passing through the Straits of Babelmandeb to the Bay of Bengal or China, or indeed to all vessels and steamers bound to or from any of the Eastern Ports, with the exception of Bombay. It was pointed out that from the information before the Chamber it appeared that the weather on the African Coast in the vicinity of Cape Guardafui is generally very hazy, the land is frequently not discernible until a vessel is dangerously close to it, and extreme caution is necessary in approaching the Cape during the night, though the Cape may be said to be the point of land fall or departure for vessels and steamers on their voyage to and fro across the Indian Ocean.

It was stated that there could hardly be any difference of opinion amongst nautical men regarding the expediency of placing a light on Cape Guardafui.

Your Committee have recently been informed by tha Government of Bombay, that the Government of India has been requested to move Her Majesty's Principal Secretary of State for India to sanction the erection of a first-class light on Cape Guardafui.

It is matter of regret that since this question was brought under the consideration of Government, two steamers have been lost off Cape Guardafui.—(*Appendix* J.)

GUMS AND RESINOUS PRODUCTS OF INDIA.

It was stated, in the Report of our predecessors last year, that various samples of Gums and Resinous Products had been forwarded to the Chamber by several of the local Governments and Administrations, under instructions from the Government of India, to be reported on. When they were received the Government of India was informed that

no opinions on the samples, that could be obtained in this country, would be of value, and that it was the intention of the Committee to send them to England to have the samples reported on by brokers and others thoroughly acquainted with this description of produce. The samples were accordingly duly forwarded to Messrs. Smith, Fleming and Co., London, together with copies of all the information regarding them that had been submitted to the Chamber. A series of valuable reports by competent brokers were in due time forwarded to the Chamber by Messrs. Smith, Fleming and Co., who spared no pains in their endeavour to have the samples thoroughly examined and carefully reported on. Copies of the reports were forwarded to the Government of India, in the Department of Agriculture, Revenue, and Commerce, and the Governor General in Council conveyed his thanks to the Chamber "for the "trouble that had been taken, and for the valuable informa- "tion which had been supplied," the Reports being also published in the *Gazette of India* for general information.

Your Committee regret to say the Reports received were of rather a discouraging character, but it was made evident that the whole of the samples had been badly prepared, and it is to be hoped that the efforts that had been and are still being made by the Revenue and Commerce Department, may yet bring to the notice of the commercial world some articles of Indian produce, hitherto neglected, that may be added with profit to the present list of exports.

It appears the Government of India had themselves forwarded to the Secretary of State for India samples of Gums and Resinous Products for examination and report. Copies of the summarized reports received in reply were sent to the Chamber for information, but your Committee regret to say they were all of an unfavourable character.—(*Appendix* K.)

MILDEW IN PIECE-GOODS.

In February last the Chamber received from the Shanghai General Chamber of Commerce printed copies of a letter which it had addressed to the Manchester Chamber on the subject of Mildew in Piece-goods, with a request that we should co-operate in support of the representation contained in the letter. Your Committee accordingly addressed the Manchester Chamber on the subject, and expressed a hope that it would co-operate with the Chambers of Commerce in the East in endeavouring to remedy an evil which affected so injuriously the principal article of British manufacture imported into India and China. Some Members of the Chamber brought the subject of mildew before your Committee at the time of the receipt of the letter from Shanghai, but as regards further deliberations here it was considered that after the very complete and thorough manner in which the subject was investigated by a special Committee of this Chamber in 1865, nothing further in the shape of deliberation was deemed necessary, as all that has since occurred in reference to mildew only confirms the views set forth in that Committee's report, and the evidence which accompanied it. As members are well aware, the Manchester Chamber appointed a Special Committee "to consider the causes of "Mildew in Cotton Goods shipped to our Eastern Markets," which Committee published their report in April last, and copies were received here in due course.

A statement contained in the letter of the Shanghai Chamber, to the effect that "mildew is not the result "of damage by salt water, or fresh water, or external "dampness of any kind," is not concurred in by the Committee of the Manchester Chamber; they say "they "are prepared with numerous proofs of the very opposite "character,"—and in resolutions fourth, fifth, and sixth of their report, they state views on the subject, intended no doubt as an answer to the statement of the Shanghai Cham-

ber quoted above. Without entering into this controversy, your Committee would merely remind members of the conclusion arrived at by this Chamber in 1865, when the special Committee reported, that there was entire unanimity of opinion in the reports submitted by members, that "mildew is caused by an undue proportion of size in the "cloth, or by bad sizing:" a conclusion that certainly supports the views of the Shanghai Chamber.

Your Committee believe that it is the general opinion of merchants here, that damage from mildew during the last two or three years has been very trifling, compared with the time when cotton was so dear.—(*Appendix* L.)

STATISTICS OF THE MOVEMENT, PIECE-GOODS AND YARNS, ON THE G. I. P. AND B. B. AND C. I. RAILWAYS.

It was intimated to the Members of the Chamber in June last, that your Committee had arranged with the G. I. P. Railway, through the good offices of Mr. Barnett, the Auditor, for the preparation of statements, showing the quantity of English and Country Piece-goods and Yarns, forwarded from Bombay on both the North-East and South-East lines of Railway. These statements have been printed and issued to Members monthly, and of late the movement of the abovementioned description of goods from Bombay to districts beyond Jubbulpore on the North-East line and to the Madras Railway on the South-East line have been added.

Your Committee have now the pleasure to intimate to the members, that through the good offices of Mr. Wood, Auditor, statistics of the movement of the same class of goods on the B. B. and C. I. Railway will also be issued regularly with those on the G. I. P. Railway.

From January to June last no distinction was made in the

traffic returns of the Bombay and Baroda line, between English and Country Piece-goods, but from the 1st July last this has been attended to, and the statistics on both lines are now prepared on the same plan.—(*Appendix* M.)

MUTUAL ALLOWANCE ON COTTON SHIPPED FROM BOMBAY TO LIVERPOOL AND SOLD TO ARRIVE.

When it was known in Bombay by telegrams received in November last, that it had been arranged to introduce in Liverpool the system of "mutual allowance," a letter was addressed by your Committee to the Liverpool Brokers' Association expressing the satisfaction with which the intelligence had been received here. It was pointed out to the Association that the system in question was recommended by this Chamber, to the support of the Liverpool Brokers in 1869, as likely to encourage the export of a superior class of cotton from this port, and confidence was expressed that if the system was carefully carried out the best results might be expected to flow from it.

Your Committee must express their regret that the system was not developed to any great extent last season, as buyers who bought on those terms would not pay so high a price as buyers under the old terms, *i.e.*, while the seller allowed for any deficiency in quality, the buyer paid nothing for better quality.—(*Appendix* N.)

REDUCTION OF RATES FOR PIECE-GOODS AND YARNS ON THE G. I. P. RAILWAY.

The Members of the Chamber will have noted with satisfaction the reduction that was made from the 1st August last in the G. I. P. rates for the conveyance of Piece-goods, &c., from Bombay to all stations of the Railway for local

traffic, and to the junctions at Jubbulpore and Raichore with the East Indian and Madras Railways and connected lines.

The partial reduction made in 1871, after much discussion and correspondence, was felt to be quite inadequate to what the conditions of Bombay trade required; the further discussions on this subject were explained at some length by the Chairman at the General Meeting held on 16th July last, and his correspondence on the subject with the General Traffic Manager of the Railway was published at the same time; and will be found in the appendices to this report. The reduction recently made is very great on previous rates, and your Committee congratulate the Members on the result that has been obtained.—(*Appendix* O.)

REVISION OF THE EXISTING TARIFFS EXPORT AND IMPORT.

The opinions of the members were asked for by your Committee on more than one occasion on various points connected with the existing Customs tariffs, both export and import, and various representations were otherwise made to the Chamber on points connected therewith. The subject of the revision of the existing tariffs has also been very fully considered by the Bengal Chamber; which came to the conclusion that the time has come when there ought to be a complete revision of the tariffs both export and imports, and it has accordingly addressed a communication to the Government of India suggesting the appointment of a Commission to deal with the whole question.

Your Commitee, coinciding entirely with the views expressed and the action taken by the Bengal Chamber, have addressed a letter to the Government of Bombay, in support of the same, respectfully suggesting to His Excellency in Council, to move the Government of India for the appointment of a Commission, and to forward to that Govern-

ment a copy of the letter from this Chamber on the subject in question.

The Bengal Chamber has also recently called our attention to the expediency of revising Act VI. of 1863, the Consolidated Customs Act—"In order to obtain amendments "of such of its provision as are not adapted to the present "and probable future circumstances of trade."

This is a matter of considerable importance; the Act passed ten years ago is already antiquated in not a few of its provisions, and the case could hardly be otherwise, when the conditions under which trade is now carried on have been to some extent revolutionized since the Act was passed; the question will no doubt receive careful consideration by our successors.—(*Appendix* P.)

PROPOSED RAILWAY FROM CARWAR TO GUDDUCK.

It will be in the recollection of the members of the Chamber that shortly after the discussions, regarding a Railway from Carwar to Gudduck in July last year, the Government of Bombay appointed a Committee, with instructions to take evidence and to report to Government as to the correctness or otherwise of the estimates for traffic, on which an opinion favourable to the proposed railway on financial ground was based.

The Committee sent in their report to Government about the end of January last, reporting among other things that "They concurred in the larger scheme of the Government of "India for a system of railways in the Southern Maratha "Country, and as part of that scheme we should give prece-"dence to the Carwar Railway, which however, we think, "should not be isolated, but should be undertaken in the "first instance from Carwar to connect with the Indian "Railway system at Bellary."

The Government of Bombay passed a Resolution on the Report of the Committee, under date 3rd February, in which it was stated that "His Excellency in Council now feels "in a position to recommend in the strongest manner the "construction of the line from Carwar to Bellary with a "branch to Bunkapoor, and to express the hope that the "Government of India will feel warranted in advising the "Secretary of State to accord early sanction to the com-"mencement of the work."

In a letter from the Government of India, in the Public Works Department, to the Government of Bombay, under date 9th April last, it was stated that "The Governor "General in Council has determined to recommend to Her "Majesty's Government that the line from Carwar to "Bellary shall be made. If the sanction of the Secretary of "State is received, His Excellency in Council will then con-"sider the urgency of this project, as compared with others "which have occupied the attention of the Government of "India."

The papers here referred to will be found in the Appendices to this report, but no information has been submitted to the Chamber to show what view of the question has been taken by the Secretary of State in reference to the recommendation above quoted.—(*Appendix* Q.)

THE BROOKE ORPHAN FUND.

The members of the Chamber, subscribers to the fund, raised last year for the education and maintenance of the Orphan Children of the late Mr. Henry Brooke, who had been Secretary to the Chamber for five years, were lately informed, that owing to the death of Mr. H. G. Lawson in June last, it had become necessary to make new arrangements for the three children that were left unprovided for, and were dependent on the fund that had been subscribed. The consent of the subscribers was obtained to the balance

of the fund being handed over to the Bombay Scottish Education Society, on the condition that that Society receive and undertake to maintain, clothe, and educate the three children in question.

It was found, however, that the sum in hand (about Rs. 5,300) was insufficient for the object in view, and an appeal was made to the members for additional subscriptions to enable your Committee to carry out a purpose that had met with general approval. By means of the additional subscriptions received, your Committee were enabled to pay over to the Bombay Scottish Education Society (which had consented to the terms proposed) an aggregate sum of Rs. 6,313 7 As., and the children have now been in the charge and under the protection of the Society since the beginning of August last.—(*Appendix* R.)

GOVERNMENT OF INDIA MISSION TO EASTERN TURKISTAN.

In May last it was intimated to the Chamber by the Government of India, in the Foreign Department, that His Excellency the Viceroy and Governor General in Council contemplated despatching a Mission to Yarkand for the object of concluding a Commercial Treaty with the Ruler of that country, and the Chamber was invited to offer any suggestions it might desire to lay before the Government of India, on the subject of the development of trade with Yarkand, and more especially with regard to the conditions in respect to trade that should form the subject of negotiation with the Yarkand Government.

In reply, your Committee stated on behalf of the Chamber that the members had heard with much interest of the intention of the Government of India to despatch a mission of the character mentioned to the Ruler of Eastern Turkistan, and they were hopeful that if the object in view be carried out in a liberal spirit (as to which there was no reason

to doubt), the mission could not fail to be productive of important trading results to both India and Turkistan.

Your Committee, however, expressed diffidence in offering suggestions for a Commercial Treaty with a country about which so little was known. The trade between India and Yarkand has hitherto been somewhat insignificant, scarcely amounting to more than a few lacs a year; but the physical and other obstacles at present existing are so great, that it is almost a marvel there should be any trade at all; and only a people thoroughly imbued with a passion for trading could carry on in the face of so many difficulties and dangers. The chief article of trade appears to be Piece-goods of British Manufacture for which there seems a good demand, and no doubt, under favourable conditions, the export trade from India in both Cotton and Cloth Goods of British Manufacture would, in course of a short time, become one of importance.

Your Committee considered that with a good understanding established between the Government of India and the Ruler of Yarkand, there seemed to be only two obstacles of a serious nature to the development of an international trade between the two countries—(1) the want of good means of communication; and (2) the heavy transit duties at present levied.

In any Commercial Treaty that may be entered into between the Government of India and the Ruler of Yarkand, it was respectfully suggested by your Committee that the utmost freedom of trade between the two countries should be provided for, with complete protection to the traders, so that they may be free to carry on their trade without hindrance. It was also suggested that any duties that may be levied should be low as regards the rates, and that they should be levied with as little trouble and annoyance to the traders as possible.

In a subsequent communication from the Government of

India, in which it was stated, the views laid before it on the part of this Chamber would receive "full consideration," it was added "That His Excellency in Council entertains "hopes that an import duty of 2½ per cent. will be agreed "to by Yarkand, although nothing definite can yet be said "on the subject."

Members of the Chamber are probably aware that the Manchester Chamber, at a Meeting held in March last, passed a resolution to the effect, that a copy of the Memorial they had addressed to Her Majesty's Secretary for Foreign Affairs, Lord Granville, should be sent to this Chamber, with a request that we be asked for information concerning commercial relations with Eastern Turkistan, and the routes of intercourse with that country. The letter from Manchester came to hand about the time the communication from the Government of India was under consideration, and a copy of your Committee's first letter to the Government of India was sent to the Manchester Chamber for information.—(*Appendix* S.)

PROPOSED CHANGES IN THE POSTAL TARIFF.

In November last a scheme of the Director General of the Post Office of India, proposing important modifications in the Postal Tariff, was submitted by Government to the Chamber for its opinion thereon. On receiving the opinions of the members, on the extract from the proceedings of the Government of Bombay on the subject which had been circulated, your Committee laid the substance of these before Government in a letter, dated 11th February last, stating that the general opinion was strongly in favour of the Director General's proposal. No action, however, appears to have yet been taken in the matter, and the proposal is understood to be held in abeyance by the Government of India for the present.—(*Appendix* T.)

REGISTRATION OF LETTERS TO A LATER HOUR ON MAIL DAY.

The Director General of the Post Office of India addressed the Postmaster General of Bombay in October last, on the expedency of re-considering the question of allowing registered letters to be posted up to a later hour on mail day than had been done during the past season, with a view to meeting the convenience of the mercantile community in the matter, and suggested that after the closing of the registration branch, a special Overland registered letter-box might be exposed, in which permission would be given to post letters specially marked by the senders with the word "registered" and bearing on the lower left-hand corner the name and address of the sender, that the box should be opened on board the mail steamers by the letter-sorter, and that receipts for all letters properly marked and paid should be sent to the senders from Aden.

It was pointed out by your Committee that if merchants and bankers did not obtain some kind of receipt for registered letters at the time of posting, they would prefer sending letters in the ordinary way without registration, and that the closing of the registration branch five hours before the departure of the mail steamer virtually precluded a large portion of the mercantile community from availing of the privilege of registration. On the representation made, the Postmaster General arranged that registered letters would be received two hours later on mail day, namely, to 4 P.M., on payment of an additional fee of two annas on each letter. Your Committee were informed that "the additional fee of two annas each letter was fixed solely with the "view of discouraging unnecessary postponement of the registration letters." The arrangement came into force in December last, and has been continued since during the fair season.—(*Appendix* U.)

ESTABLISHMENT OF A COTTON MARKET AT WUDWAN.

It was intimated to the Chamber in March last that it was proposed to establish a Cotton Market at Wudwan, and the opinion of your Committee was requested regarding the arrangements that should be adopted.

In reply, it was intimated that the establishment of a Cotton Market at Wudwan could not fail to be a great benefit to those engaged in the cotton trade of Kattiwar, as the establishment of Cotton Markets at Oomrawuttee, Akote, and Khangaum, in the Berars, had been of the greatest use to the cotton trade, and the means of causing the Oomrawuttee cotton crop to be sent forward to the European markets in an improved condition. It was, however, represented to the Chamber that the cotton trade at Wudwan labours at present under serious disadvantages, as cotton there can only be bought in small quantities in the neighbouring villages, and buyers have to keep a large staff of men employed in gathering and carting it to Wudwan for farther despatch to Bombay. It also appeared that the cotton trade in that district suffers from very heavy transit duties being levied by the Native States.

Your Committee suggested to Government that in establishing a Cotton Market at Wudwan, the land should be in British occupation, placed under British control, and that Government should use its influence to get the transit duties (if they cannot be abolished) reduced to the lowest rate possible. It was farther represented by your Committee that the result of the experiments made in the Berars shows that large open markets for cotton in the place of the old system of buyers going round to the different villages are of very great benefit to the cultivators. Buyers for export are by means of these markets brought into direct daily communication with the ryots, and this has the effect of abolishing the influence and doing away with the profits of the middle-

men, and at the same time teaches the ryots that good well-cleaned cotton will sell at a better price than bad adulterated cotton.—(*Appendix* V.)

RAILWAY COMMUNICATION THROUGH RAJPOOTANA WITH NORTHERN INDIA.

In the report of our predecessors, laid before the last Annual Meeting, it was remarked regarding the question of Railway communication to connect Bombay with Northern India through Guzerat and Rajpootana,—that "after the "surveys, reports, and discussions of the last eight years, a "line ought to be sanctioned without further delay." Your Committee, however, deeply regret to state that in this region of "survey and report" the question still remains. The matter was specially brought to the attention of Lord Northbrook in the address presented to him by your Committee on behalf of the members of the Chamber, and his Lordship, when replying to the address, told us that a survey of the proposed line between Ahmedabad and Ajmere had been lately ordered. A resolution of the Government of India, dated 1st November, ordering the survey referred to, was forwarded to the Chamber in December. This resolution was in some most important points unintelligible to your Committee, as it made references to official papers which were never laid before the Chamber, but it was impossible to avoid coming to the conclusion that the question was in a great measure being considered *ab initio*, as His Excellency the Governor General in Council stated that in order "to give effect to a "policy which has been explained to Her Majesty's Go-"vernment [in a despatch which has not been made pub "lic], he had desired that a fresh series of Railway surveys "shall be made, under the charge of Mr. James Collet, Su-"perintending Engineer, assisted by a competent staff to "be hereafter formed." The resolution goes on to say that the survey will be generally between Ajmere on the North,

and Palunpore and Deesa on the South, and the line should be carried through Palee.

The complaint of the people of Western India regarding the action of the Government of India in the matter of direct Railway communication between Bombay and Northern India is that, though for nearly four years, operations have been going on in one form or other with the State lines from Agra and Delhi into various parts of Northern Rajpootana, not only has nothing been done on this side of India to connect the B. B. & C. I. line directly with the North, but from the resolution above referred to it appears nothing is yet settled as to what shall be done. Members will readily see that the policy that has hitherto been followed must have been a very expensive one to the State, when all the Railway plant and material for the lines to be made have had to be carried a much greater distance than would have been necessary, had operations commenced on this side in the first instance, or at all events simultaneously with the operations on the other side.

Your Committee, when expressing their views on the subject of the Yarkand Mission, felt it incumbent on them to draw the attention of the Government of India to the serious disadvantage under which this part of India labours in reference to its trade with Northern India and the Punjaub, and thence to the various markets of Central Asia, from the want of direct Railway communication through Rajpootana to Delhi; and on requesting to be informed as to the result of the survey ordered to be undertaken by Mr. Collet last year —we were lately favoured with copy of a letter addressed to the Government of Bombay, in which it is stated "that Mr. Collet "is expected to finish his plans and preliminary estimates "shortly,"—but after that, he will have to consult with the Consulting Engineer of the Government of Bombay, the Superintending Engineer of the Agra District of the Rajpootana Railway, and with the B. B. & C. I. authorities "before the

"results of his survey are submitted for the consideration of "the Government of India." It is thus perfectly clear that as matters have hitherto proceeded, another year will pass away before anything is settled.—(*Appendix* W.)

THE COTTON FRAUDS ACT.

At the General Meeting of the Chamber held on 16th July, a special Committee was appointed to consider the resolution of Government passed in February last on the subject of the Cotton Frauds Act, and to report to the Chamber as to the answer that should be given to the same, before or at the Annual General Meeting to be held in October next. The report of this Committee will accordingly be submitted to the members at the present Meeting.—(*Appendix* X.)

COTTON STATISTICS AND THE COMMISSIONER OF COTTON AND COMMERCE.

It was matter of regret to the members of the Chamber that the statistical returns of the export of cotton from the Berars and Central Provinces—showing the quantity, exported from the stations of the G. I. P. Railway, in full-pressed and half-pressed bales and docras, which had been regularly furnished weekly during the season every year since 1867 to the Chamber, and published, for general information, in the papers,—were not supplied during the season of 1872-73 which closed in June last.

The matter was represented by your Committee to the Government of India, and in reply we were informed that the Resident at Hydrabad, and the Chief Commissioner, Central Provinces, had been addressed on the subject with a request that they would arrange so that the information might be supplied as before. And accordingly since July last reports of the state of the weather and the crops have

been regularly forwarded to the Chamber, and the statistics of exports are promised from the opening of the next season.

It has been rumoured, your Committee know not with what truth, that the Office of Commissioner of Cotton and Commerce under the Government of India is to be abolished. We trust there is no truth in the rumour, for if the Department of Agriculture and Commerce is to be a benefit to the country, it can only be made so by the employment of an active, enterprising, intelligent official whose business it should be to move about the country amongst the people, and see what is going on in the districts; giving aid and advice, under Government direction, wherever necessary. It was in this way that Mr. Rivett-Carnac rendered much useful service to merchants. When Europeans began to establish agencies and pressess in the Berars and Central Provinces, he was very active in smoothing over many of the difficulties that beset their enterprises in their first stages.—(*Appendix* Y.)

THE STEAM VESSELS SURVEY BILL.

One of several Bills before the Council of the Governor of Bombay for making Laws and Regulations, which have been brought forward and proceeded with at Poona so rapidly, that time has not been given for the interests concerned to consider them sufficiently, before they were passed through all their stages,—was the Bill to amend Bombay Act II. of 1864, providing for the periodical Survey of Steam Vessels, and to provide for the examination of Engineers of Steam Vessels.

It is well known to members that owing to the opening of the Suez Canal many steamers to which it was never intended to apply, were brought under its operation.

Your Committee addressed a letter to Government, before the Bill came on for a second reading, pointing

out that Section 1, even after it had been considered by the Select Committee, overlooked the fact that the certificate of the Board of Trade was only in use for steamers carrying passengers, and that it was altogether unjust that the very much larger number of cargo steamers that come to Bombay should be subjected to compulsory survey on arrival here, when they are otherwise well classed, and can produce the certificates of their classification when they leave the home ports. On the second reading of the Bill it was agreed, on the motion of the Hon'ble J. K. Bythell, that a clause should be introduced into the section above mentioned to the effect that the certificates of Lloyds, Underwriters' Association, and of the Liverpool Iron Registry Association be also recognised equally with the Board of Trade certificates, as sufficient to exempt vessels from Survey, on arrival here, except in case of accident on the voyage, which was carried.

On the continuation of the discussion of the Bill in detail prior to the third reading the clause inserted on the motion of Mr. Bythell was, to the amazement of your Committee, rejected; the discussion which took place on the subject, as reported in the newspapers, leave an impression on the minds of your Committee and all conversant with the subject, that the members of the Legislative Council came to their decision under a complete misapprehension regarding the Associations they so freely criticised. Your Committee would also draw attention to the fact that it was mainly on the information given by a dockyard surveyor, who has a pecuniary interest in having as many vessels brought under the Act as possible that members of the executive Government changed their minds as to the weight to be attached to Lloyd's and the Liverpool Association's certificates.—(*Appendix Z.*)

ADDRESS TO LORD NORTHBROOK, VICEROY AND GOVERNOR GENERAL OF INDIA.

At the Special General Meeting of the Members of the Chamber held on 8th November last, an address was voted to Lord Northbrook, Viceroy and Governor General of India, on the occasion of his first State visit to Bombay. The address was presented to his Lordship at Parell by the Members of your Committee and the Secretary on the morning of Saturday, 16th November, and will, with his Lordship's reply, be found in the Appendices to this report. —(*Appendix* A A.)

MISCELLANEOUS.

Many references have been made to your Committee during the past year, on points connected with the trade and shipping interests of the port, which were duly considered and disposed of in the usual manner.

Papers on subjects of interest connected with the trade of India and the East will be found in the Appendices to the report.

The income for the past year has been equal to the expenditure; the balance in favour of the Chamber in account with the New Bank of Bombay, Limited, on 3rd October was Rs. 9,087-3-11.—(*Appendix* B B.)

Your Committee have now only to tender their thanks to the Members of the Chamber for their ready attention to all matters, on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

CHAMBER OF COMMERCE,
Bombay, 8th October 1873.

APPENDIX A.

PORT TRUST.

REPORT OF THE COMMITTEE APPOINTED BY THE CHAMBER OF COMMERCE TO CONSIDER THE PROPOSED PORT TRUST ACT.

THE Committee appointed to consider the Port Trust Act submit the following report:—

After going carefully through the Act they propose the alterations in the several clauses, as given in the paper attached hereto.

Clause LXXIX. of the Act relieves the local Government from all responsibility for any act or default of the Trustees, or any Officer appointed by the Trust, but there is no clause limiting the responsibility of the Trustees themselves: the Committee think that this should be brought to the notice of Government.

The Committee consider that there is one grave omission in the Bill, in the want of any provision for the furnishing by the Supreme Government, free of interest, the capital required to complete the docks and other works necessary to make the Trust productive; as the property cannot be remunerative until another million sterling has been spent upon it, and as the trade cannot possibly stand any further

burdens, the Committee consider such a provision to be absolutely essential to the management of the proposed Trust.

(Signed) G. F. HENRY.
" JAS. MACALISTER.
" W. LANG.
" R. E. BICKERDIKE.
" SORABJEE FRAMJEE.
" M. B. MANUEL.
" E. LORD.
" J. SOHR.
" H. MAXWELL.
" A. E. ASHLEY.
" GEO. A. KITTREDGE.

Bombay, 31*st October*, 1872.

Absence from Bombay has prevented Messrs. Graham, Wilson, and Moore from attending the meetings of the Committee; and Mr. MacIver was unable to join the Committee; the names of these gentlemen therefore are not appended to the report.

CLAUSES AS PROPOSED TO BE AMENDED.

In the Port Trust Act.

III. It shall be lawful for the local Government at any time after the commencement of this Act, by order published in the *Bombay Government Gazette*, to nominate and appoint not less than nine, nor more than twelve, persons to be Trustees of the Port of Bombay, of whom at the least one-third shall be persons connected with the trade of Bombay and not holding any official situation under Government, and by the same, or any other order, published in like

Power to Nominate Trustees.

As amended by the Committee.

III. It shall be lawful for the local Government at any time after the commencement of this Act, by order published in the *Bombay Government Gazette*, to nominate and appoint not less than nine, or more than twelve, persons to be Trustees of the Port of Bombay, of whom at the least one-third shall be persons connected with the trade of Bombay and not holding any official situation under Government, and by the same, or any other order, published in like manner, to no-

Power to nominate Trustees.

manner, to nominate one *other person* to be Chairman of the Trustees.

Meetings of Trustees.

X. The Trustees shall meet for the transaction of business once at least in every fortnight. Such meeting shall be held upon such day, and at such hour and place as the Trustees shall, from time to time, determine. At every meeting of the Trustees, *the Chairman and* five members shall constitute a quorum.

Leave of absence may be granted to Chairman.

XXII. It shall be lawful for the local Government to grant such leave of absence to any salaried Chairman of the Trustees, and to make such arrangements for carrying on the duties of his office during his absence on leave as shall seem proper. Any person appointed under this section to act for such Chairman, shall, while so acting, have all the powers, and be liable to all the restrictions and limitations which the Chairman would, under this Act, have and be liable to. In any case in which leave of absence to any Chairman shall be granted as aforesaid, the local Government may order to be allowed to such Chairman such portion of his salary, during absence on leave, as shall seem proper, and such allowance shall be paid accordingly, unless and until the local Government shall otherwise direct: Provided that no greater expenditure shall be incurred on the whole, by reason of any allowance paid up on the absence on leave of the Chairman, than would have been in-

minate *one of such persons* to be Chairman of the Trustees.

Meetings of Trustees.

X. The Trustees shall meet for the transaction of business once at least in every fortnight. Such meeting shall be held upon such day and at such hour and place as the Trustees shall, from time to time, determine. At every meeting of the Trustees, five members shall constitute a quorum.

Leave of absence may be granted to Chairman.

XXII. It shall be lawful for the local Government to grant such leave of absence to any salaried Chairman of the Trustees, and to make such arrangements for carrying on the duties of his office during his absence on leave as shall seem proper, *but in accordance with the provisions of Clause III.* Any person appointed under this section to act for such Chairman, shall, while so acting, have all the powers, and be liable to all the restrictions and limitations which the Chairman would, under this Act, have and be liable to. In any case in which leave of absence to any Chairman shall be granted as aforesaid, the local Government may order to be allowed to such Chairman such portion of his salary, during absence on leave, as shall seem proper, and such allowance shall be paid accordingly, unless and until the local Government shall otherwise direct: Provided that no greater expenditure shall be incurred on the whole, by reason of any allowance paid up on the absence

curred had no such leave been granted.

Appointment of Establishment.

XXIV. Of the officers and servants required to fill the offices and posts mentioned in the schedule for the time being in force, under the provision of the next preceding section, the *local Government* shall appoint *the Engineer, Secretary, Traffic Manager, and Accountant and the Deputy Conservator and Master Attendant of the Port*, and subject to the provisions of the said schedule, shall fix their remuneration. *All other officers and servants shall be appointed by the salaried Chairman of the Trustees, who, subject in like manner to the provisions of the said schedule, shall fix their remuneration. The Engineer, Secretary, Traffic Manager, and Accountant, shall be removable from office by the local Government;* and any *other* officer and servant shall be removable by the Trustees at a meeting, for misconduct, or neglect of, or incapacity to perform, his duty; *or in the case of the Engineer, Secretary, Traffic Manager, or Accountant, at the recommendation of not less than three-fourths of the Trustees present at a meeting called especially to consider such matter.*

Trustees to grant leave of absence, &c. Sanction of Government required in certain cases.

XXV. It shall be lawful for the Trustees at a meeting to grant such leave of absence to any officer appointed under this Act as shall to them seem proper, *or to delegate such power to the Chairman*, and in the case of any officer so appointed, to make fit arrangements for the duties of his office during his absence on leave of the Chairman, than would have been incurred had no such leave been granted.

Appointment of Establishment.

XXIV. Of the officers and servants required to fill the offices and posts mentioned in the schedule for the time being in force, under the provision of the next preceding section, the *Trustees* shall appoint *all such officers and servants subject to the sanction of the local Government*, and subject to the provisions of the said schedule, shall fix their remuneration, and any officer and servant shall be removable by the Trustees at a meeting, for misconduct, or neglect of, or incapacity to perfrom, his duty.

Trustees to grant leave of absence, &c. Sanction of Government required in certain cases.

XXV. It shall be lawful for the Trustees at a meeting to grant such leave of absence to any officer appointed under this Act as shall to them seem proper, and in the case of any officer so appointed, to make fit arrangements for the duties of his office during his absence on leave: Provided

leave: Provided that, in any case in which leave of absence shall be granted to the Engineer, Secretary, Traffic Manager, or Accountant, the sanction of the local Government shall be requisite, and the *local Government* shall make fit arrangemens for the performance of the duties of such officers during their absence on leave. Any person appointed under this section to act for any officer, shall, while so acting, have all the powers, and be liable to all the restrictions, limitations, and provisions which such officer for whom he may be appointed to act would under this Act have to be liable to.

Allowances during absence on leave.

XXVI. The Trustees at a meeting may with the sanction of the local Government, in the manner hereinafter provided, make bye-laws authorising or restricting the payment to officers of allowances during absence on leave granted under the last preceding section: *Provided that in the case of officers appointed by the local Government under this Act the local Government shall fix the allowance to be paid during such absence on leave as shall seem proper;* and provided that no greater expenditure from the Port fund shall be, in any case, incurred in the whole, by reason of any such allowance, than would have been incurred had no leave been granted.

Trustees to provide land required for public purposes.

XXXII. The Trustees shall be bound to provide from the land in their possession any land which the Government shall declare to be requir-

that, in any case in which leave of absence shall be granted to the Engineer, Secretary, Traffic Manager, or Accountant, the sanction of the local Government shall be requisite, and the *Trustees* shall, *subject to the sanction of the local Government*, make fit arrangements for the performance of the duties of such officers during their absence on leave. Any person appointed under this section to act for any officer, shall, while so acting, have all the powers, and be liable to all the restrictions, limitations, and provisions which such officer for whom he may be appointed to act would under this Act have to be liable to.

Allowances during absence on leave.

XXVI. The Trustees at a meeting may, with the sanction of the local Government, in the manner hereinafter provided, make bye-laws authorising or restricting the payment to officers of allowances during absence on leave granted under the last preceding section: Provided that no greater expenditure from the Port Fund shall be in any case incurred in the whole by reason of any such allowance than would have been incurred had no leave been granted.

Trustees to provide land required for public purposes.

XXXII. The Trustees shall be bound to provide from the land in their possession any land which the Government shall declare to be requir-

ed for a public purpose, *on payment, by the Government to the Trustees, of the cost of such land to the Trust, or on the cancelling by the Government, on behalf of the Secretary of State in Council, of a portion of the debt due by the Trustees, equivalent to the value of such land: Provided that the Trustees shall not be bound to provide any land which they may have granted on lease till the expiration of such lease. The sum to be paid, or the portion of the debt to be cancelled as aforesaid, for land so taken for public purposes, shall be regulated by the debit made to the Trustees for such land, and by the cost of any subsequent improvements thereon: Provided that if the land shall have been made over by Government to the Trustees without any charge the Trustees shall receive no payment, except for the cost of such subsequent improvements.*

ed for a public purpose, *and the Government may order proceedings to be taken for obtaining possession of the same for Government and for determining the compensation to be paid to the Trustees according to any law in force for the acquisition of land for public purposes.*

XLII. All the moneys to be raised under Section 39 shall be applied by the Trustees in the acquisition of immoveable property, and in payment of the cost of works or arrangements sanctioned by the local Government, and in accordance with the provisions of Sections 34 and 35 of this Act.

Application of Capital raised.

XLII. All the moneys to be raised under Section 39 shall be applied by the Trustees in the acquisition of immoveable *and moveable* property, and in payment of the cost of works or arrangements sanctioned by the local Government, and in accordance with the provisions of Section 34 and 35 of this Act.

Application of Capital raised.

LV. The accounts of the receipts and expenditure of the Trustees under this Act shall, *once* in every year, be laid before the local Government, and shall be audited and examined by such auditors as shall, from time to time, be appointed by the local Government. (Remainder of this clause is unchanged.)

Accounts to be audited and examined.

LV. The accounts of the receipts and expenditure of the Trustees under this Act shall, *twice* in every year, be laid before the local Government, and shall be audited and examined by such auditors as shall, from time to time, be appointed by the local Government. (Remainder of this clause is unchanged.)

Accounts to be audited and examined.

Power to increase tolls on all goods to provide for estimated deficiency of revenue.

LVIII. If, on the preparation of the estimate of any year, it shall appear that the estimated income of the Trustees for such year, from tolls, dues, rates, and charges, and from all other sources, after deducting therefrom the estimated expenditure of such year to be incurred on account of salaries, cost of repairs to, and maintenance of, the property vested in the Trustees, and of other necessary working charges will be insufficient for the payment of the interest which under the provisions of this Act will be payable, during such year, to the Secretary of State for India in Council, and to other creditors; or if at any time in the course of a year it may appear that the actual income, as aforesaid, of such portion of the year as may have then elasped, and the estimated income, as aforesaid, of the residue of such year, after deducting therefrom the actual expenditure, as aforesaid, of such passed portion and the estimated expenditure as aforesaid of such residue, will be so insufficient, then, and in every such case, the Trustees shall, upon the requisition, in writing, of the local Government, from time to time, and to the extent requisite in every case, *charge upon all goods landed or shipped at any wharf, quay, stage, jetty, or pier belonging to the Trustees, such tolls, dues, rates and charges in addition to, or other than, those prescribed by any scale of* tolls, dues, rates, and charges for the time being in force, under the provisions of Section 56 as will, when added to the said income of the year,

Power to increase tolls on all goods to provide for estimated deficiency of revenue.

LVIII. If, on the preparation of the estimate of any year, it shall appear that the estimated income of the Trustees for such year, from tolls, dues, rates, and charges, and from all other sources, after deducting therefrom the estimated expenditure of such year to be incurred on account of salaries, cost of repairs to, and maintenance of, the property vested in the Trustees, and of other necessary working charges, will be insufficient for the payment of the interest which under the provisions of this Act will be payable, during such year, to the Secretary of State for India in Council, and to other creditors; or if at any time in the course of a year it may appear that the actual income, as aforesaid, of such portion of the year as may have then elasped, and the estimated income, as aforesaid, of the residue of such year, after deducting therefrom the actual expenditure, as aforesaid, of such past portion, and the estimated expenditure as aforesaid, of such residue, will be so insufficient, then, and in every such case, the Trustees shall, upon the requisition, in writing, of the local Government, from time to time, and to the extent requisite in every case, *increase the* tolls, dues, rates and charges for the time being in force, under the provision of Section 56, *to such an extent*, as will, when added to the said income of the year suffice, as nearly as may be, for the payment of the said interest in full. Such *additional* tolls, dues, rates, and charges shall be

suffice, as nearly as may be, for the payment of the said interest in full. Such tolls, dues, rates, and charges shall be fixed and adopted by a Resolution of the Trustees at a meeting, and shall be submitted to the local Government; and if the same shall be approved by them shall be published in the *Bombay Government Gazette*, and shall forthwith come into operation, and remain in operation, until altered or revoked by the Trustees at a meeting, with the sanction of the local Government, and shall be leviable, and recoverable in like manner as any other tolls, dues, rates, and charges payable under this Act.

If tolls not paid, or the lien for freight is not discharged, goods may be sold after the expiration of two months.

LXIII. If the tolls, rates, and dues payable to the Trustees in respect of any goods under this Act are not paid, or if the lien of the ship-owner for freight, when such notice as aforesaid has been given, is not discharged, the Trustees may, and, in the latter event, if required, by or on behalf of the person claiming such lien for freight, shall, at the expiration of two months from the time when the goods were placed in their custody, or if the goods are of a perishable nature, at such earlier period, being not less than twenty-four hours after the landing of the goods, as they shall think fit, sell by public auction the said goods, or so much as may be necessary to satisfy the amounts hereinafter directed to be paid out of the produce of such sale. Before making such sale, ten days' notice of the same

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shall be given by publication thereof in the *Bombay Government Gazette*, unless the goods are of so perishable a nature as, in the opinion of the officer of the Trustees in that behalf, to render immediate sale necessary or advisable, in which event such notice shall be given as the urgency of the case admits of. If the address of the owner of the goods has been stated in any of the documents which have come into the hands of the Trustees, or is otherwise known, notice shall also be given to the owner of the goods by letter delivered at such address, or sent by post; but the title of a *bona-fide* purchaser of such goods shall not be invalidated by reason of the omission to send the notice hereinbefore mentioned, nor shall any such purchaser be bound to inquire whether such notice has been sent.

LXIV. In every case of any such sale as aforesaid, the monies received from the sale shall be applied as follows:—

Application of proceeds of sale.

1*stly*.—In payment of the expenses of the sale.

2*ndly*.—In payment, according to their respective priorities, of the liens and claims excepted in Section 60 from the priority of the liens of the Trustees for tolls, rates, and dues.

3*rdly*.—In payment of tolls, charges, and expenses due to the Trustees under this Act in respect thereof.

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3*rdly*.—In payment of tolls, charges, and expenses due to the Trustees under this Act in respect thereof.

The surplus, if any, shall be paid to the owner of the goods on his applying for the same, provided such application be made within one year from the sale of the goods, or good reason be shown why such application was not so made to the satisfaction of the Trustees; and in case such application shall not be so made, nor reason shown, such surplus shall be held by the Trustees upon trust for the purposes of this Act.

Port-clearance not to be granted till tolls paid.

LXVI. If the Trustees shall give to the officer of Government, whose duty it shall be to grant the port clearance of any vessel, a notice stating that an amount therein specified is due in respect of tolls, dues, rates, or charges, or penalties chargeable under this Act, or any bye-laws, rules, or orders made in pursuance thereof, against such vessel, or the owner or master of such vessel, in respect thereof, or against such vessel, *or against or in respect of any goods on board such vessel*, such officer shall not grant such port-clearance until the amount so chargeable shall have been paid.

Power to increase Port dues.

LXXIII. From and after the commencement of this Act, Clause I. of Act XXXI. of 1857, passed by the Governor-General of India in Council, shall stand repealed, and in lieu thereof it is enacted that a port due, at a rate not exceeding the rate of four annas for every ton *of burthen* shall be chargeable in respect of every sea-going vessel of the

The surplus, if any, shall be paid to the owner of the goods, *or his agent*, on his applying for the same, provided such application be made within one year from the sale of the goods, or good reason be shown why such application was not so made to the satisfaction of the Trustees; and in case such application shall not be so made, nor reason shown, such surplus shall be held by the Trustees upon trust for the purposes of this Act.

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burthen of 10 tons and upwards (except fishing-boats) which shall enter the said Port.

LXXXIX. No suit shall be brought against any person for anything done, or purporting, or professing, to be done in pursuance of this Act, after the expiration of *three* months from the day on which the cause of action in such suit shall have arisen.

Notice of action.

of 10 tons and upwards (except fishing-boats) which shall enter the said Port.

LXXXIX. No suit shall be brought against any person for anything done, or purporting, or professing, to be done, in pursuance of this Act, after the expiration of *six* months from the day on which the cause of action in such suit shall have arisen.

Notice of action.

THE subjoined Resolution was submitted to the Meeting of the Members of the Chamber held on 8th November 1872, and adopted with the report of the Sub-Committee :—

Proposed by Mr. J. Macalister, seconded by Mr. H. Maxwell,—"That it be recommended that a section be introduced into the Act, empowering the Port Trust to undertake the landing and shipping of cargoes."

JAMES TAYLOR, Secretary.

No. 325 of 1872.

BOMBAY CHAMBER OF COMMERCE, 14*th November* 1872.

To J. NUGENT, Esq., Secretary to the Council of His Excellency the Governor of Bombay for making Laws and Regulations only.

SIR,—I have the honour by direction of the Committee of Management to forward herewith twelve printed copies of the Report of a Sub-Committee of the members of the Chamber appointed to consider and report on the Port Trust Bill now before the Council of His Excellency the Governor for making Laws and Regulations only, together with particulars of the clauses in which the Sub-Committee have suggested alterations, as also an additional suggestion appended thereto, which was approved at a General Meeting of the Chamber held on the 8th instant, when the Report was

adopted. And I am to request you will be good enough to place the same before His Excellency the Governor for his favourable consideration, and that you will also be kind enough to give a copy to each Member of His Excellency's Council.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 236 of 1872.

BOMBAY CASTLE, 19*th November* 1872.

From J. NUGENT, Esq., Under-Secretary to Government, to the SECRETARY to the Bombay Chamber of Commerce.

SIR,—I am directed to acknowledge the receipt of the twelve copies of the report of the Sub-Committee of the Members of the Chamber on the Port Trust Bill, forwarded with your letter dated 14th inst., and to state that it will be placed for consideration before the Council of the Governor of Bombay for making Laws and Regulations.

I am at the same time to request that you will be so good as to furnish this Department with twenty additional copies of the Report if available.—I have, &c.,

J. NUGENT,
Under-Secy. to Govt., Legis. Dept.

No. 2548 of 1872.

BOMBAY, 29*th November* 1872.

To Captain G. F. HENRY, Convenor of the Sub-Committee on the Port Trust Bill.

SIR,—In reply to para. 1 of your letter dated 24th October last, which has been transferred to this Department from the Secretary Harbour and Pilotage Board for disposal, I have the honour to submit a statement of the Revenue and Expenditure of the Bombay Harbour and Pilotage Board for the past two years as requested, but as it is usual for the Accountant General to adjust items on account of Port Fund in his account without the same being adjusted simultaneously in this office, there always exists discrepancies between the accounts of the two Departments, and it will

be better therefore not to rely solely on the statement herewith forwarded:—

Statement showing Receipts and Disbursements on account of Port and Pilotage Fund during the years 1870-71 *and* 1871-72.

Years.	Receipts. Rs.	a.	p.	Disbursements. Rs.	a.	p.
1870-71.....	3,39,262	15	8	3,51,266	7	11
1871-72.....	3,11,007	13	8	2,21,782	11	0

—I have, &c.,

L. REID,
Commissioner of Customs.

THE BOMBAY PORT TRUST ACT, 1873.

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The Bombay Port Trust Act, 1873.

Preamble.

WHEREAS it is expedient to consolidate and amend the law relating to the harbour and foreshore of the Port of Bombay, and to make further provision for the regulation, conservancy, and improvement of the said Port—

Repeal of Acts.

I. From and after the coming into operation of this Act, the Acts specified in Schedule A, hereunto annexed, shall be, and the same are hereby repealed, save as to any acts done, or rights or liabilities acquired or incurred, under or by any of the said Acts before the coming into operation of this Act.

Interpretation clause.

II. In the construction of this Act and of any Rules and Bye laws made in pursuance thereof, the following words and expressions shall have the several meanings hereby assigned to them, unless there be something in the subject or context repugnant to such construction :—

The Trustees.

The words "The Trustees" shall mean the Trustees of the Port of Bombay hereinafter incorporated ;

Trustee.

The word "Trustee" shall mean a member of the said Corporation ;

Vessel.

The word "Vessel" shall denote any thing made for the conveyance by water of human beings or of property ;

Master.

The word "Master," when used in relation to any vessel, shall mean any person, whether the owner, master, or other person lawfully or *de facto* having or taking the command, charge, or management of the vessel for the time being ;

Land.

The word "Land" shall include the bed of the sea below high-water mark ;

Port.

The word "Port" shall mean the port of Bombay as at present, or at any time hereafter, defined by the local Government under the provisions of this or any other Act ;

Wharf.

The word "Wharf" shall include any part of the foreshore of the harbour of Bombay that may be used for loading or unloading goods, and any wall enclosing or adjoining the same ;

Docks.

The word "Docks" shall mean the present or future docks, basins, locks, cuts, entrances, graving docks, graving blocks, inclined planes, patent slips, gridirons, quays, piers, warehouses, and other works belonging to, or under the management of, the Trustees ;

Pier.

The word "Pier" shall mean any pier, stage, stairs, landing-place, hard, or jetty belonging to, or under the management of, the Trustees, and shall include any landing-stage, floating barge, or pontoon, and any bridges or other works connected therewith ;

Goods. The word "Goods" shall include wares and merchandise of every description;

Owner. The word "Owner," when used in relation to goods, shall include any consignor, consignee, shipper or agent for the sale or custody, loading or unloading of such goods, as well as the owner thereof; and when used in relation to any vessel, shall include any part owner, charterer, consignee, or mortgagee in possession thereof.

Power to nominate Trustees. III. It shall be lawful for the Local Government at any time after the commencement of this Act, by order published in the *Bombay Government Gazette*, to nominate and appoint not less than nine, nor more than twelve, persons, of whom not less than one-third nor more than one-half shall be persons holding salaried offices under Government, to be Trustees of the Port of Bombay, and by the same, or any other order, published in like manner, to nominate one other person to be the Chairman of such Trustees, and such persons and the Chairman shall be the Trustees of the Port of Bombay.

Trustees to be a corporation. IV. The Trustees of the Port of Bombay to be appointed as hereinbefore provided, and their successors shall be, and they are hereby created a Corporation under the name and style of the "Trustees of the Port of Bombay," and they shall have a common seal, and by such name shall sue and be sued.

Term of office under the Act. V. Every person who shall be appointed a Chairman, or Trustee, shall, subject to the provisions hereinafter contained, continue to hold the office to which he shall be appointed for the term of two years, but may, at the expiration of such term, be reappointed.

Salaries and Fees of Chairman and Trustees. VI. It shall be lawful for the Local Government, by order, in writing, from time to time, to determine whether any and what salary or allowances shall be paid to the Chairman of the Trustees, and whether any and what fees shall be paid to the Trustees for attendance at meetings for transaction of the business of the Trust; and in the order directing the salaries and fees to be paid as aforesaid, the Local Government may declare any conditions and restrictions upon and under which such salaries, allowances, and fees, respectively, shall be payable.

Appointment of successors. VII. The Local Government, within one month after any person appointed to be a Chairman, or Trustee, under this Act shall have died, or ceased to be such Chairman or Trustee, shall, by an order published in the *Bombay Government Gazette* appoint some other person to be a Chairman or Trustee, as the case may be, in

the place or stead of the person so dying, or ceasing to be a Chairman or Trustee.

Property vested in the Trustees.

VIII. Immediately on the passing of this Act, the lands and property hereafter mentioned shall vest in the Trustees for the purposes of this Act:—

(1.) The lands and property described in a deed of conveyance, dated 27th June 1872, and in the map or plan delineated thereon, or attached thereto, and which deed of conveyance was granted by the liquidators of the Elphinstone Land and Press Company, Limited, to the Secretary of State for India in Council, and is mentioned in Schedule B to this Act annexed, subject, nevertheless, to the covenants, conditions, and agreements, respectively, contained or expressed in the said deed of conveyance, so far as the same are to be observed and performed by the said Secretary of State, and subject also as to such portions of the aforesaid lands and property as have been agreed to be leased by the said Secretary of State, to the covenants, conditions, and agreements contained in such agreements to lease, so far as the same are to be observed and performed by the said Secretary of State. And subject also to the liabilities affecting or intended to affect the said Secretary of State under all or any of the deeds or instruments mentioned in the said Schedule B, to this Act annexed;

(2.) All the right, title, estate, and interest of the said Secretary of State in the several bunders, lands, and buildings specified in Schedule C to this Act annexed;

(3.) All the right, estate, and interest of the said Secretary of State in the several light-ships, buoys, light-houses, and other erections and things specified in Schedule D to this Act annexed;

(4.) All the rents, tolls, and dues from time to time payable to the said Secretary of State or to the local Government for the properties on the harbour foreshore south of Sewree Fort, up to the Frere Land Company's Reclamation, also all the rents, tolls, and dues payable to the said Secretary of State by the said Frere Land Company, by Messrs. W. Nicol and Company at Tank Bunder, by the Mazagon Land Company, by the Peninsula and Oriental Steam Navigation Company, by the Viegas Patent Slip Company, by Mirza Ally Mahomed Khan, by the Colaba Land Company, by the Apollo Press Company, and by Messrs. Sassoon, specified in Schedule E to this Act annexed;

(5.) Any sum that may be at the credit of the Port Funds in the accounts between the Government and the present Harbour and Pilotage Board when such accounts shall have been adjusted. But if there shall be a debit, such shall not be charged to the Trustees:

(6.) Provided that as to so much of the Waree Bunder as defined in Schedule C to this Act annexed as is now vested in the Great Indian Peninsula Railway Company or to which the said Company is entitled, the said Company shall be entitled to possess and enjoy the said land for the purposes of their said Railway, but the said Company shall not be entitled to any wharfage fees, tonnage fees,

rates, rents and dues in respect of goods landed or stored in or upon the said Bunder other than those belonging to the said Company:

(7.) Provided also that as to so much of the Gun Carriage Reclamation as defined in Schedule C to this Act annexed as is now vested in the Bombay, Baroda, and Central India Railway Company or to which the said Company is entitled, the said Company shall be entitled to possess and enjoy the said land for the purposes of their said Railway, but the said Company shall not be entitled to any wharfage fees, tonnage fees, rates, rents and dues in respect of goods landed or stored in or upon the said Gun Carriage Reclamation other than those belonging to the said Company:

(8.) Provided also that as to the Customs Bonded Warehouse in Schedule C mentioned, it shall be lawful for the Chief Customs authority of the Presidency to approve and appoint so much of the said Customs Bonded Warehouse as may in the opinion of the Local Government at any time be necessary to be a public warehouse for the reception of goods under Act VI. of 1863; and the said Trustees shall forthwith set apart and shall maintain in good order such portion of the said Customs Bonded Warehouse to be a public warehouse as aforesaid: but the said Chief Customs authority shall from time to time as the Local Government may direct, pay over to the said Trustees any surplus income, after payment of all charges and expenses of management, that may be derived from the use of any portion of the said Customs Bonded Warehouse as a public warehouse as aforesaid.

The duties of the Trustees.

IX. The administration of the powers and trusts created and declared by this Act shall, subject to the powers and authorities hereinafter conferred on the Local Government, be vested in the Trustees and inasmuch as certain parts of the lands and property vested in the Trustees under the preceding Section of this Act have heretofore been liable to be rated and taxed for the purposes of the Municipality of Bombay, there shall for the term of ten years from and after the taking effect of this Act be payable to the said Municipality of Bombay out of the revenues of the Trustees of the Port of Bombay the annual sum of Rs. 50,000 in lieu of all Municipal rates and taxes, except rates and taxes for the supply of water and halalcore service, and in consideration of such annual payment when and as soon as any roads and thoroughfares have been duly levelled, paved, metalled, flagged, channelled and sewered by the Trustees, the Municipal Commissioner shall, on being satisfied of the same, declare such road or thoroughfare to be a public thoroughfare, and thereupon the said Municipality shall maintain and keep in repair and light and cleanse all such roads and thoroughfares, and shall also, on requisition by the Trustees, maintain and keep in repair and light and cleanse the roadway of any wharf, dock or pier vested in the Trustees under this Act in such and the same manner and with the same liabilities in respect thereof as if the said roads and public

thoroughfares and places were vested in the Municipality of Bombay. Any dispute between the Municipal Commissioner and the said Trustees as to any road being in a fit state according to the provisions of the Bombay Municipal Act in force for the time being to be declared a public street, shall be determined by the Government, whose decision shall be final in the matter.

The said sum of Rs 50,000 shall be payable and paid to the said Municipality of Bombay on the 30th day of September in every year.

Meetings of Trustees.

X. The Trustees shall meet for the transaction of business once at least in every fortnight. Such meeting shall be held upon such day, and at such hour and place as the Trustees shall, from time to time, determine. At every meeting of the Trustees, five members shall constitute a quorum, and no business shall be transacted at any meeting unless a quorum be present.

Who shall preside at meetings.

XI. The Chairman of the Trustees shall attend all meetings of the Trustees held under this Act, unless prevented by sickness or other reasonable cause, and the said Chairman shall preside at every such meeting. In the absence of the Chairman, the Trustees present at any meeting shall choose one of their members to preside. The President of any meeeting at which a quorum of the Trustees shall be present may, with the consent of the meeting, adjourn the meeting from time to time, and from place to place.

Minutes of proceedings of Trustees to be kept, and to be open for inspection.

XII. Minutes of the proceedings of all meetings of the Trustees under this Act shall be drawn up, and fairly entered in a book to be kept for that purpose, and shall be signed by the President as soon as may be practicable after each meeting, and the said minutes shall, at all reasonable times, be open at the office of the Trustees to the inspection of any Trustee without charge.

Poll how to be taken.

XIII. All questions which may come before the Trustees for decision shall be decided by a majority of votes. If a poll be demanded at any meeting of the Trustees, the votes of the Trustees present shall be recorded by the President, and the resolution supported by the greater number of votes given at such poll shall be deemed to be the resolution of the Trustees at such meeting. The President shall have a second or casting vote in all cases of equality of votes.

Copy of Minutes to be transmitted to Secretary to Government and any returns called for by Government to be furnished.

XIV. A copy of the minutes of every meeting of the Trustees shall, as soon as the same have been signed by the President, be transmitted to such Secretary of the Local Government as shall from time to time be appointed to receive the same, and any other returns, or information, that the Local Government may, from time to time, call for, shall be forthwith supplied by the Trustees.

XV. The Trustees may, from time to time, by resolution passed at a meeting, appoint committees of their number for carrying into effect any part of the provisions of this Act, with such powers, and under such instructions, directions, or limitations as by such resolution shall be defined, and on any such committee three members shall be a quorum, and the Trustees shall have power at any time to alter or discontinue any such committee.

Trustees may appoint Committees.

XVI. The Chairman may, whenever he thinks fit, and shall, upon request made in writing by three Trustees or two members of any committee, call an emergent meeting of the Trustees, or committee, as the case may be.

Emergent meetings may be called.

XVII. All the powers, authorities, and duties in and by this Act conferred or imposed upon the Trustees, may be exercised and performed by the Chairman, save the powers, authorities, and duties by this Act, or by any rule, bye-law, or order made under the provisions of this Act, conferred or imposed on, or restricted to, the Trustees at a meeting.

Chairman may exercise certain powers of Trustees.

XVIII. No act or proceedings of the Trustees shall be invalidated or illegal in consequence only of there being a vacancy in the number of the Trustees at the time of doing or executing such act or proceeding. And no acts or proceedings of the Trustees, or of any person acting as a Trustee, shall be deemed to be invalid in consequence of its being afterwards discovered that there was some defect in the appointment of any Trustee or Trustees or person acting as a Trustee as aforesaid.

Proceedings not to be invalidated by a vacancy or informality of appointment.

XIX. Every person who at any time after his appointment as a Trustee shall be absent from six consecutive meetings of the Trustees without having the permission in that behalf of the Trustees at a meeting, or who, having such permission, shall be absent from the meetings for a period exceeding a year, and every person who, at the time or during the term of his appointment as a Trustee, holds or shall accept, or agree to accept, any office or place of profit under this Act (except as hereinbefore provided in Section 6), or who shall participate, or agree to participate, in the profits of any work done by order of the Trustees, or be concerned, or participate in the profits of any contract entered into with the Trustees, or who is or becomes a bankrupt or insolvent, shall thenceforth cease to be a Trustee, and his office shall thereupon become vacant: Provided always that no Trustee shall vacate his office by reason only of his being a shareholder in any duly Registered Joint Stock Company with which the Trustees may enter into any contract, or by reason of his being interested in any loan of money to the Trustees.

Disqualification of Trustees.

XX. It shall be lawful for the Local Government, by an order under the hand of one of the Secretaries to Government, to direct that any Chairman or Trustee named in such order shall cease to be Chairman or Trustee, and thereupon the person so named

Power to remove Chairman or Trustee.

shall cease to be Chairman or Trustee, as in such order may be directed.

Acting Trustee may be appointed during absence of Trustee.

XXI. When any Trustee shall depart from Bombay with an intention of being absent for a longer period than three consecutive months, or when any such member shall have been so absent for a period exceeding three consecutive months, it shall be lawful for the Local Government to appoint some other person to act in the place and room of such absent Trustee until he shall return to Bombay, or until he shall cease to be a Trustee.

Leave of absence may be granted to Chairman.

XXII. It shall be lawful for the Local Government to grant such leave of absence to any Chairman of the Trustees, and to make such arrangements for carrying on the duties of his office during his absence on leave as shall seem proper. Any person appointed under this section to act for such Chairman, shall, while so acting, have all the powers, and be liable to all the restrictions and limitations which the Chairman would, under this Act, have and be liable to. In any case in which leave of absence to any Chairman shall be granted as aforesaid, the Local Government may order to be allowed to such Chairman such portion of his salary, during absence on leave, as shall seem proper, and such allowance shall be paid accordingly, unless and until the Local Government shall otherwise direct: Provided that no greater expenditure shall be incurred on the whole, by reason of any allowance paid upon the absence on leave of the Chairman, than would have been incurred had no such leave been granted.

Establishment of Trustees to be sanctioned by the Governor in Council.

XXIII. The Trustees shall, from time to time, prepare and submit to the Local Government a schedule setting forth the number of officers and servants necessary and proper for carrying out the purposes of this Act, and the salaries, fees, and allowances which it is proposed to assign to such officers and servants, and the Local Government may sanction such schedule, or modify and sanction the same; and every such schedule so sanctioned shall remain in force until some other such schedule shall have been so prepared and sanctioned, and it shall not be lawful for the Trustees to employ any officer or servant in any office or employment not sanctioned in and by the schedule for the time being in force, nor to pay or allow to any officers or servants any salaries, allowances, or fees greater than or beyond those sanctioned in such schedule: Provided always that artisans, porters, and labourers, and the muccadums of porters and labourers, shall not be deemed to be officers or servants within the meaning of this section.

Appointment of Establishment.

XXIV. Of the officers and servants required to fill the offices and posts mentioned in the schedule for the time being in force, under the provision of the next preceding section, the Local Government shall appoint the Engineer, Secretary, Traffic Manager,

and Accountant, and the Deputy Conservator and Master Attendant of the Port, and, subject to the provisions of the said schedule, shall fix their remuneration. All other officers and servants shall be appointed by the Trustees at a meeting, who, subject in like manner to the provisions of the said schedule, shall fix their remuneration. The Engineer, Secretary, Traffic Manager, Accountant, and the Deputy Conservator and Master Attendant of the Port shall be removable from office by the Local Government if it think proper, or at the recommendation of not less than three-fourths of the Trustees present at a meeting called specially to consider such matter, and any other officer and servant shall be removable for misconduct, or neglect of, or incapacity to perform his duty by the Trustees at a meeting.

Trustees to grant leave of absence, &c. Sanction of Government required in certain cases.

XXV. It shall be lawful for the Trustees at a meeting to grant such leave of absence to any officer appointed under this Act as shall to them seem proper, or to delegate such power to the Chairman, and to make fit arrangements for the performance of the duties of such officer during his absence on leave: Provided that, in any case in which leave of absence shall be granted to the Engineer, Secretary, Traffic Manager, or Accountant, or the Deputy Conservator and Master Attendant of the Port, the sanction of the Local Government shall be requisite, and the Local Government shall make fit arrangements for the performance of the duties of such officers during their absence on leave. Any person appointed under this section to act for any officer, shall, while so acting, have all the powers, and be liable to all the restrictions, limitations, and provisions, which such officer for whom he may be appointed to act would under this Act have to be liable to.

Allowances during absence on leave.

XXVI. The Trustees at a meeting may, with the sanction of the Local Government, make bye-laws authorizing or restricting the payment to officers of allowances during absence on leave granted under the last preceding section: Provided that, in the case of officers appointed by the Local Government under this Act, the Local Government shall fix the allowances to be paid during such absence on leave; and provided also that no greater expenditure from the Port Fund shall be, in any case, incurred in the whole, by reason of any such allowances paid during absence on leave, than would have been incurred had no leave been granted.

Penalty on Officers being interested in Contracts.

XXVII. No officer or servant of the Trustees shall be in anywise concerned or interested in any contract or work made with, or executed for, the Trustees, or in the purchase or ownership of any of the land or buildings made over, or hereafter to be made over to or acquired by the Trustees: and if any such officer or servant be so concerned or interested, he shall be incapable of afterwards holding or continuing in any office or employment under the Trustees, and shall forfeit and pay

the sum of rupees one thousand, which may be recovered by suit by any person, with full costs of suit: Provided that nothing in this section shall apply to any person by reason only of his being a shareholder in any duly registered Joint Stock Company which may enter into any contract with the Trustees, or execute any work for the Trustees.

Penalty for accepting illegal gratification.

XXVIII. If any person employed under this Act, not being a public servant within the meaning of Section XXI. of the Indian Penal Code, shall accept or obtain, or agree to accept or attempt to obtain from any person, for himself or for any other person, any gratification whatever, other than legal remuneration, as a reward for doing, or forbearing to do, any official act; or for his owing, or forbearing to show, in the exercise of his official functions, favour or disfavour to any person; or for rendering, or attempting to render, any service or disservice to any person, with the Trustees, or with any public servant, as such or with the Government, he shall be liable to the same punishment as is in that behalf provided for by the Indian Penal Code in the case of public servants.

General nature of works under this Act.

XXIX. The works to be constructed and carried out by the Trustees under the provisons of this Act may include—

(1.) Wharves, quays, docks, stages, jetties, and piers within the Port or on the foreshore of the Port of Bombay, with all necessary and convenient arches, drains, landing-places, stairs, fences, roads, railways, and approaches;

(2.) Tramways, warehouses, sheds, engines, and other appliances for conveying, receiving, and storing goods and merchandise landed, or to be shipped, or otherwise;

(3.) Lighthouses, light-ships, beacons, pilot boats, and other appliances necessary for the safe navigation of the Port of Bombay and the approaches thereto;

(4.) Laying down moorings, and the erection of cranes, scales, and all means and appliances necessary for berthing, loading and unloading vessels;

(5.) Reclaiming, excavating, enclosing, and raising any part of the foreshore of the Port of Bombay which may be vested in the Trustees by this Act or which hereafter may be acquired by them, and which reclamation, excavation, enclosure, or raising may be necessary for the execution of the works authorized by this Act, or otherwise for the purposes of this Act;

(6.) The construction and application of dredges and other machines for cleaning, deepening, and improving any portion of the Port or foreshore of Bombay as aforesaid;

(7.) The construction, with the sanction of Government previously obtained, of such works, without the limits of the Port, as shall be necessary for the protection of works executed under this Act, and all such other works and appliances as may, in the opinion of the Trustees, at a meeting, be necessary for carrying out the purposes of this Act.

XXX. The Trustees shall provide such number of public landing-places as shall, in the opinion of the Local Government be sufficient, from and upon which the public shall be permitted to embark and to land free of charge.

Trustees to provide landing-places.

XXXI. The Trustees shall, for the purposes of this Act, have power to acquire and hold immovable and movable property, whether within or without the limits of the Port or City of Bombay, by conveyance, gift, lease, assignment, or sale, from the Governor in Council, on behalf of the Secretary of State for India in Council, or any Corporate Body, or any registered Joint Stock Company or private person; and they shall also have power at a meeting to lease or sell any movable or immovable property which may have become vested in or been acquired by them, but which is no longer required for the purposes of this Act: Provided always that no such sale, or other alienation, or lease, of any immovable property for any estate, or interest exceeding the term of ten years, shall be valid, unless the sanction of the Local Government to such sale, alienation, or lease shall be first had.

Powers of Trustees as to property.

XXXII. When the Trustees are unable to acquire, by agreement, any land or building required for the purposes of this Act, the Local Government, in their discretion, may declare that the land or building is required for a public purpose, and may order proceedings to be taken for obtaining possession of the same for Government, and for determining the compensation to be paid to the parties interested, according to any law in force for the acquisition of land for public purposes. Such land or building, when acquired, shall be conveyed to the Trustees on their paying the compensation awarded, and all costs connected therewith.

Procedure to be observed when the Trustees are unable to acquire, by agreement, any land or building.

XXXIII. The Trustees shall be bound to provide from the land in their possession any land which the Government shall declare to be required for a public purpose, and the Government may order proceedings to be taken for obtaining possession of the same for Government and for determining the compensation to be paid to the Trustees according to any law in force for the acquisition of land for public purposes.

Trustees to provide land required for public purposes.

XXXIV. It shall not be lawful for any person or persons, save the Trustees, to make, erect, or fix, below high-water mark within the Port, any wharf, quay, stage, jetty, pier, erection, or mooring, without the consent, in writing, of the Local Government first had and obtained. Any such matter or thing which may be so made, erected, or fixed, may be removed by the Trustees, and the person who shall have so made, erected, or fixed any such matter or thing, shall be liable, on conviction, to a fine which may extend to one thousand rupees, and to a further fine which may extend to one hundred rupees for every day during

No wharf, quay, &c., to be made without consent of the Governor in Council.

which such matter or thing shall have been permitted to remain so made, erected, or fixed, after notice to remove the same shall have been given to him, and shall also be liable to pay all expenses which may have been incurred by the Trustees in removing such matter or thing: Provided that this section shall not apply to moorings laid down, or to be laid down, by the Conservator of the Port.

Power to Contract.

XXXV. The Trustees, at a meeting, may enter into contracts with any Body Corporate, registered Joint Stock Company, or private person, for the execution, or supply, by them or him, of any works, labour, materials, machines, stores, or for other matters necessary for carrying into effect the trusts and purposes of this Act; Provided always, that no contract under or by virtue of which a sum greater than fifty thousand rupees may, in any event, be payable by the Trustees, shall be valid without the assent, in writing, of the Local Government.

Works to be sanctioned by the Governor in Council.

XXXVI. No new work, the estimated cost of which shall exceed two thousand rupees, shall be commenced by the Trustees, nor shall any contract be entered into by the Trustees in respect of any such new work, until a plan and estimate of such work shall have been determined upon and approved by the Trustees at a meeting; and, in case the estimated cost of any such new work shall exceed twenty-five thousand rupees, it shall not be commenced until such plan and estimate shall have been submitted to the Government and sanctioned by them.

Trustees may compound for breach of Contract.

XXXVII. It shall be lawful for the Trustees, at a meeting, to compound or compromise for, or in respect of, any claim or demand arising out of any contract entered into by them under the authority of and in the manner provided by this Act, or in respect of any action or suit instituted by or against them for such sum of money, or other compensation, as they shall deem sufficient: Provided that no composition or compromise involving the payment or receipt by the Trustees of a sum greater than ten thousand rupees shall be valid without the assent in writing of the local Government.

Mode of executing Contracts.

XXXVIII. The Chairman may, for and on behalf of the Trustees, enter into any contract or agreement, whereof the value or amount shall not exceed one thousand rupees, in such manner and form as, according to the law for the time being administered by the High Court of Judicature in Bombay, would bind him if such contract or agreement were on his own behalf; but every other contract and agreement, by or on behalf of the Trustees, shall be in writing, and signed by the Chairman, and by two other Trustees, and shall be sealed with the common seal of the Trustees, and no contract nor agreement not executed as in this section is provided shall be binding on the Trustees.

XXXIX. It shall not be lawful for the Trustees to demise, farm, sell, or alienate any power which by or under this Act may become vested in them, of levying tolls, fees, wharfage or rent, rates or charges, unless the assent, in writing, of the Local Government to such demise, farm, sale, or alienation shall have been first had and obtained.

Trustees not authorized to demise, &c., tolls and rates without sanction of the Governor in Council.

XL. In case the Local Government shall, by an order published in the *Bombay Government Gazette*, so direct, it shall be lawful for the Trustees, from time to time, to raise money for the acquisition of any immoveable property or of any works, plant, vessels or appliances the purchase of which may be sanctioned by the Local Government, to such extent, and in such manner as the said Local Government may from time to time direct.

Money to be raised for works.

XLI. The Local Government shall, by rules or orders to be, by the said Local Government, from time to time, published in the *Bombay Government Gazette*, with the sanction of the Governor General of India in Council, direct and appoint the manner in which such money shall be raised: Provided always that the Trustees shall not be required to borrow money at a rate exceeding 4½ rupees per cent. per annum.

Mode of raising such money.

XLII. In case such money shall be advanced on debentures bearing interest, such interest shall be a charge on all rents tolls, duties, rates, and charges leviable under this Act, prior to the charge for interest payable to the Secretary of State for India in Council, provided for by Section 50 of this Act.

Interest on debentures to be a charge on revenue prior to interest due to Secretary of State.

XLIII. All the moneys to be raised under Section 40 shall be applied by the Trustees in the acquisition of immoveable property, or in payment of the cost of works, plant, vessels, or appliances sanctioned by the Local Government, and in accordance with the provisions of Sections 35 and 36 of this Act.

Application of Capital raised.

XLIV. The Trustees may at any time, according to the provisions aforesaid, and with the approval of the Local Government, raise, in the manner provided by Section 41, any money that may be required to pay any amount of capital for the time being due by the Trustees under the provisions of this Act.

Payment of debt, &c., by issue of fresh Debentures.

XLV. All debentures which may be issued under the authority of this Act shall be in the form contained in Schedule F to this Act annexed, and shall be transferable by endorsement; and the right to sue in respect of the moneys secured by any of such debentures shall be vested in the holders thereof for the time being, without any preference by reason of some of such debentures being prior in date to others.

Form of Debenture.

XLVI. All property vested in, or acquired by, the Trustees, under or by virtue of this Act, shall be held in trust, and be applied, in the first place, for the payment of all sums which shall be raised under the provisions of Sections 40 and 44 of this Act, or which shall be due and payable to the Secretary of State for India in Council under the provisions of Section 49 of this Act, or for moneys advanced or applied, or to be advanced or applied, with consent of the Trustees, by or on behalf of the said Secretary of State, for the improvement of the Port of Bombay, or otherwise under the provisions of this Act, and subject thereto upon trust for the purposes of this Act, and not otherwise.

Property of Trustees how to be applied.

XLVII. All rents, rates, dues, and other income raised by, or payable to, the Trustees, under or by virtue of this Act, shall be held in trust, and be applied, in the first place, for the payment of salaries, of the cost of repairs to, and maintenance of, the property vested in the Trustees, and of other necessary working charges; and, in the second place, to the payment of interest on any money that may have been raised by the Trustees under the provisions of Sections 40 and 44 of this Act; and, in the third place, to the payment of interest according to the provisions of Section 50 of this Act.

Revenue of Trustees how to be applied.

XLVIII. The surplus revenue (if any) on the 31st day of March in each year, after the payments mentioned in the preceding Section are made, shall, on or before the 1st August following, be paid to the said Secretary of State towards the liquidation of any sums that may be due to him under the provisions of Sections 49 and 50 of this Act, or shall be applied to paying off any of the money that may have been raised by the Trustees under the provisions of Sections 40 and 44 of this Act, the principal sum due in respect whereof may be then payable.

Surplus revenue of Trustees how to be applied.

XLIX. There shall be deemed and taken to be due from the Trustees to the Secretary of State for India in Council immediately upon the commencement of this Act, the several sums set forth in Schedule G to this Act annexed, for the lands, works, and matters therein respectively set forth.

Amount of Debt.

L. Interest shall be paid by the Trustees to the said Secretary of State upon the sums which, for the time being, may be due to him from them as follows:—

Payment of Interest.

(1.) Upon the sums mentioned in Column No. 1 of Schedule G to this Act annexed, or upon so much thereof as for the time being may be due as aforesaid, interest shall be paid at the rate of 4 rupees per centum per annum for a period of ten years, commencing from the date of the coming into operation of this Act, and at the rate of 4½ rupees per centum per annum after the expiry of the said ten years;

(2.) Upon any sums which may hereafter be advanced by the

said Secretary of State to the said Trustees, or upon so much thereof as for the time being may be due, interest shall be paid at the rate of 4½ rupees per centum per annum ;

(3.) Upon the sums mentioned in column No. 2 of Schedule G to this Act annexed, no interest shall be payable ;

(4.) Interest due, as aforesaid, shall be payable to the said Secretary of State on the 1st day of April in each year.

An Estimate of income and Expenditure to be submitted annually to the Trustees.

LI. The Chairman shall, at a special meeting to be held within two months after the commencement of this Act, lay before the Trustees a separate estimate of the expenditure and income of the Trustees for the period between the date on the which this Act shall come into operation and the 1st day of April then next ensuing ; and shall thereafter, at a special meeting to be held in the month of February in each year, lay before the Trustees a like estimate of such income and expenditure for the year commencing on the 1st day of April then next ensuing. Every such estimate shall be in such form as the Local Government shall, by an order published in the *Bombay Government Gazette*, direct : Provided always, that such estimate shall be completed and printed, and a copy thereof sent by post, or otherwise, to each Trustee, at least ten clear days prior to the meeting before which the estimate is to be laid.

Revision and passing of Estimates.

LII. It shall be in the discretion of the Trustees, at such meeting, by resolution, to pass or to modify, or alter, such estimate, and to pass such estimate so modified or altered.

Estimate to be approved by Governor in Council.

LIII. Every such estimate, when passed by the Trustees, in pursuance of the provisions of this Act, shall be submitted to the Local Government, and it shall be lawful for such Local Government either to approve of such estimate, or to return the same with such modifications or alterations or remarks as may seem proper, and the Trustees shall forthwith, at a meeting, proceed to reconsider such estimate in reference to such modifications or alterations or remarks, and to modify or alter the same, and to resubmit such estimate to the said Government ; and it shall not be lawful for the Trustees to expend any sum under such estimate otherwise than shall be approved by the said Government.

Power to make Supplemental Estimate.

LIV. It shall be lawful for the Trustees, in the course of any year for which an estimate shall have been approved by the Local Government, to cause a supplemental estimate for the residue of such year to be prepared and laid before the Trustees at a meeting, and thereupon such proceedings shall be had as in and by Sections 52 and 53 are directed to be had with respect to the estimate therein mentioned.

Expenditure to be made in pursuance of Estimate.

LV. It shall not be lawful for the Trustees to expend any sum for any purpose not approved in some estimate for the time being in force, save in cases of pressing emergency; nor shall it be lawful for them to expend, for any purpose not so approved, any sum exceeding five thousand rupees, without the assent, in writing, of the Local Government.

Accounts to be audited and examined.

LVI. The accounts of the receipts and expenditure of the Trustees under this Act shall, twice in every year, be laid before the Local Government, and shall be audited and examined by such auditors as shall, from time to time, be appointed by the Local Government. For the purposes of any audit and examination of accounts under this Act, the Auditors may, by summons in writing, require the production before them of all books, deeds, contracts, vouchers, and all other documents and papers which they may deem necessary, and may require any person holding, or accountable for any such books, deeds, contracts, accounts, vouchers, documents, or papers, to appear before them at any such audit and examination, or adjournment thereof, and to make and sign a declaration with respect to the same; and if any such person neglect or refuse so to do, or to produce any such books, deeds, contracts, accounts, vouchers, documents, or papers, or to make or sign such declaration, he shall be liable for every such neglect or refusal to a penalty not exceeding one hundred rupees. All Auditors, acting under this Act, shall, in respect of each audit, be paid by the Trustees such remuneration as the Local Government shall, from time to time, determine: and within fourteen days after the audit and examination shall have been completed, the Auditors shall report upon the accounts audited and examined, and shall deliver such report to the Trustees at a meeting, who shall cause the same to be deposited in the office of the Trustees, and to be published together with an abstract of the said accounts in the *Bombay Government Gazette*.

Tolls to be levied.

LVII. The Trustees shall frame a scale of tolls, dues, rents, rates, and charges, to be levied for the landing, shipping, wharfage, cranage, storage, or demurrage of goods, and for permission for vessels or boats to approach, or be alongside, and for animals or vehicles carrying goods and merchandise to or from, or entering upon or plying for hire at or on any wharf, docks or pier, in the possession or occupation of the Trustees: such scale of tolls, dues, rents, rates, and charges shall be determined by a resolution of the Trustees at a meeting, and shall be submitted to the Local Government for sanction, and after receiving such sanction, shall be published by the Trustees in the *Bombay Government Gazette*, and may, from time to time, subject to the like sanction and publication, be in like manner altered or enlarged: Provided that it shall be lawful for the Trustees, subject to the provisions of any law for the time being in force, to land, ship, or trans-ship goods between vessels in the harbour of Bombay and the wharves or bunders, and to make

such charges in respect thereof as they shall think fit without the sanction of Government. Until such scale of tolls, dues, rents, rates, and charges as aforesaid shall be framed and approved and published, the fees leviable under Bombay Act V. of 1870, and under the Consolidated Customs Act (VI. of 1863), so far as the same relates to the levy of fees on goods stored in the Customs Bonded Warehouse, shall continue to be levied on behalf of the Trustees, and shall be applied in the manner prescribed by Sections 47 and 48 of this Act.

Appointment of existing Officers for levy of fees, &c., to hold good.

LVIII. The appointment of officers made by the Local Government for the levy of fees imposed under Bombay Act V. of 1870, and for the performance of the other duties imposed under the said Act, and for the levy of fees under the Consolidated Customs Act, as mentioned in the last preceding section, shall continue and hold good unless and until other Officers shall be appointed under the provisions of this Act.

Toll on Troops.

LIX. On all troops, including their families, landing or embarking at Bombay, a toll at the rate of one rupee per head shall be payable by Government to the Trustees.

Power to increase tolls on all goods to provide for estimated deficiency of revenue.

LX. If, on the preparation of the estimate of any year, it shall appear that the estimated income of the Trustees for such year, from tolls, dues, rates, rents and charges, and from all other sources, after deducting therefrom the estimated expenditure of such year to be incurred on account of salaries, cost of repairs to, and maintenance of, the property vested in the Trustees, and of other necessary working charges, will be insufficient for the payment of the interest which under the provisions of this Act will be payable, during such year, to the Secretary of State for India in Council, and to other creditors; or if at any time in the course of a year it may appear that the actual income, as aforesaid, of such portion of the year as may have then elapsed, and the estimated income, as aforesaid, of the residue of such year, after deducting therefrom the actual expenditure, as aforesaid, of such past portion, and the estimated expenditure, aforesaid, of such residue will, after making all such retrenchments as may be practicable, be insufficient for the payment of such interest, then and in every such case, the Trustees shall, upon the requisition, in writing, of the Local Government, from time to time, and to the extent requisite in every case, increase the tolls, dues, rates, rents and charges for the time being in force, under the provisions of Section 57 to such an extent as will, when added to the said income of the year suffice, as nearly as may be, for the payment of the said interest in full. Such additional tolls, dues, rates, rents and charges shall be fixed and adopted by a Resolution of the Trustees at a meeting, and shall be submitted to the Local Government; and if the same shall be approved by them shall be published in the *Bom-*

bay Government Gazette, and shall forthwith come into operation, and remain in operation, until altered or revoked by the Trustees at a meeting, with the sanction of the Local Government, and shall be leviable, and recoverable in like manner as any other tolls, dues, rates, rents and charges payable under this Act.

On failure of Trustees, Governor in Council may impose such rates.

LXI. In case the Trustees shall, for fifteen days after the receipt by them of any such requisition from the Local Government, as in Section 60 is mentioned, neglect or refuse to increase such tolls, dues, rents, rates, and charges, it shall be lawful for the Local Government, by order published in the *Bombay Government Gazette*, to increase such tolls, dues, rents, rates, and charges, and the tolls, dues, rents, rates, and charges mentioned in such order shall be levied by the Trustees, and shall have such and the same effect as if they had been fixed and adopted by the Trustees at a meeting and approved by the Local Government, and published in the *Bombay Government Gazette*, as in Section 57 is mentioned.

Recovery of Tolls in arrears.

LXII. For the amount of all tolls, charges, dues, rates, and rents duly leviable under this Act, in respect of any goods, the Trustees shall have a lien on such goods, and shall be entitled to seize and detain the same, until such tolls, charges, rates, rents and dues are fully paid. Tolls, charges, rates, rents and dues, in respect of goods to be landed, shall become payable immediately on the landing of the goods. Tolls, rates, charges, rents, and dues, in respect of goods to be removed from the premises of the Trustees, or to be shipped for export, shall be payable before the goods are removed or shipped. The lien for such tolls, charges, rates, rents and dues, shall have priority over all other liens and claims, except for general average for the shipowner's lien for freight upon the said goods, where such lien exists and has been preserved, in the manner hereinafter provided, for primage and for money payable to Her Majesty or the Secretary of State for India in Council under any law for the time being in force.

Lien for freight preserved after landing goods if notice of lien be given.

LXIII. If the master or owner of any vessel, or his agent, at or before the time of landing from such vessel any goods at any wharf, docks, or pier in the possession or occupation of the Trustees, shall give to the Trustees notice, in writing, that such goods are to remain subject to a lien for freight or other charges payable to the ship-owner, to an amount to be mentioned in such notice, such goods shall continue liable to the same lien, if any, for such charges as they were subject to before the landing thereof. Such goods shall be retained either in the warehouses and sheds of the Trustees, or, with the consent of the chief Customs authority of the Presidency, in the public warehouses, at the risk and expense of the owners of the said goods until the lien is discharged as hereinafter mentioned.

LXIV. Upon the production to the officer of the Trustees in

that behalf of a document purporting to be a receipt for the amount claimed as due, or a release of freight from the person by or on whose behalf such notice shall have been given, it shall be lawful for the Trustees to permit such goods to be removed without regard to such lien, provided they shall have used reasonable care in respect to the authenticity of such document.

Discharge of lien by payment or release.

LXV. If the tolls, rates, rents, dues and charges payable to the Trustees in respect of any goods under this Act are not paid, or if the lien of the shipowner for freight, when such notice as aforesaid has been given, is not discharged, the Trustees may, and in the latter event, if required by or on behalf of the person claiming such lien for freight, shall, at the expiration of two months from the time when the goods were placed in their custody, or if the goods are of a perishable nature, at such earlier period, being not less than twenty-four hours after the landing of the goods, as they shall think fit, sell by public auction the said goods, or so much as may be necessary to satisfy the amounts hereinafter directed to be paid out of the produce of such sale. Before making such sale, ten days' notice of the same shall be given by publication thereof in the *Bombay Government Gazette*, unless the goods are of so perishable a nature as, in the opinion of the officer of the Trustees in that behalf, to render immediate sale necessary or advisable, in which event such notice shall be given as the urgency of the case admits of. If the address of the owner of the goods has been stated on the manifest of the cargo or in any of the documents which have come into the hands of the Trustees, or is otherwise known, notice shall also be given to the owner of the goods by letter delivered at such address, or sent by post; but the title of a *bona fide* purchaser of such goods shall not be invalidated by reason of the omission to send the notice hereinbefore mentioned, nor shall any such purchaser be bound to inquire whether such notice has been sent.

If tolls not paid, or the lien for freight is not discharged, goods may be sold after the expiration of two months.

LXVI. In every case of any such sale as aforesaid, the moneys received from the sale shall be applied as follows:—

Application of proceeds of sale.

1*stly*.—In payment, according to their respective priorities, of the liens and claims excepted in Section 62 from the priority of the liens of the Trustees for tolls, rates, rents, charges, and dues;

2*ndly*.—In payment of the expenses of the sale.

3*rdly*.—In payment of tolls, charges, rents, rates, dues and expenses due to the Trustees under this Act in respect thereof.

The surplus, if any, shall be paid to the owner of the goods or his agent on his applying for the same, provided such application be made within one year from the sale of the goods, or good reason be shown why such application was not so made to the satis-

faction of the Trustees; and in case such application shall not be so made, nor reason shown, such surplus shall be applied by the Trustees to the purposes of this Act.

Power to distrain vessels for the non-payment of tolls.

LXVII. If the master of any vessel in respect of which any tolls, dues, rates, penalties, or charges shall be payable under this Act, or any rules or bye-laws made in pursuance thereof, shall refuse or neglect to pay the same, or any part thereof, on demand, it shall be lawful for the Trustees to distrain or arrest, of their own authority, such vessel, and the tackle, apparel, or furniture belonging thereto, or any part thereof, and detain the same until the amount so due to the Trustees shall be paid; and, in case any part of the said tolls, dues, rates, penalties, or charges, or of the costs of the distress or arrest, or of the keeping of the same, shall remain unpaid for the space of fifteen days next after any such distress or arrest shall have been so made, the Trustees may cause the vessel, or other thing so distrained or arrested, to be sold, and with the proceeds of such sale may satisfy such tolls, dues, rates, penalties, or charges and costs of sale remaining unpaid, rendering the surplus (if any) to the master of such vessel on demand.

Port Clearance not to be granted till tolls paid.

LXVIII. If the Trustees shall give to the officer of Government, whose duty it shall be to grant the port clearance of any vessel, a notice stating that an amount therein specified is due in respect of tolls, dues, rates, or charges, or penalties chargeable under this Act, or any bye-laws, rules, or orders made in pursuance thereof, against such vessel, or the owner or master of such vessel, in respect thereof, such officer shall not grant such port clearance until the amount so chargeable shall have been paid.

Compensation for damage to the property of Trustees.

LXIX. In case any damage or mischief shall be done to any wharves, docks, piers, or works constructed or acquired by the Trustees under the provisions of this Act, by any vessel, through the negligence of any person having the guidance or command thereof, or of any of the mariners or persons employed therein, it shall be lawful for any Magistrate of Police for the City of Bombay, on the application of the Trustees, to issue a summons to the master of, or agent for, such vessel, requiring him to attend on a day and at an hour named in the summons, to answer touching such damage or mischief. If, at the time appointed by the summons, and whether the person summoned shall appear or not, it shall be made out to the satisfaction of the Magistrate that the alleged damage was done through such negligence as aforesaid, it shall be lawful for the Magistrate to issue his warrant of distress under which a sufficient portion of the boats, masts, spars, ropes, cables, anchors, or stores of the vessel may be seized and sold to cover the expenses of, and attending the execution of the distress, and the amount of damage as aforesaid, and such last-mentioned amount shall be paid to the Trustees out of the proceeds of the distress: Provided that, if at the time of the damage or mischief the vessel

was under the orders of a duly authorized officer belonging to the Pilot Service, or the Master Attendant's Department, the case shall not be cognizable by the Magistrate under this section.

Wharves, &c., to be appointed under Customs Act.

LXX. When the Local Government shall, under the provisions of any Act for the regulation or duties of customs, appoint any wharf, docks or pier, erected or acquired under this Act, for the use of vessels, to be a wharf, for the landing and shipping of goods within the meaning of such Act, or when the Chief Customs authority of the Presidency shall license any warehouse or portion of a warehouse erected or acquired under this Act as a warehouse for the reception of goods under any Act for the regulation of duties of Customs, the Truetees shall set apart, maintain, and secure on such wharf, docks, or pier, or in such warehouse or portion of a wharehouse such portion thereof, or place therein, or adjoining thereto, for the use of the officers of Customs, as the Local Government shall in that behalf approve or appoint.

Dues for Wharves in possession of Customs officers.

LXXI. Notwithstanding that any wharf, docks, pier or warehouse, or portion thereof, shall, under the provisions of the last section, have been set apart for the use of the officers of Customs, all dues, rates, tolls, and rents payable in respect thereof, or for the use thereof, or for the storage of goods thereupon or therein, shall be paid, and payable, to the Trustees, or to such person or persons as they may appoint to receive the same.

Sanitary provisions.

LXXII. Any person who wilfully deposits, or permits his servants to deposit, any dust, dirt, dung, ashes, refuse, or filth of any kind, or broken glass, earthen-ware, or rubbish, in or upon any wharf, dock, or pier belonging to the Trustees, or in or upon any part of the foreshore of the City of Bombay, shall be liable to a fine not exceeding ten rupees for each offence.

Limits of the Port of Bombay how to be defined.

LXXIII. It shall be lawful for the Local Government, by an order published in the *Bombay Government Gazette*, to define the limits of the Port for the purposes of this Act, and from time to time, by any notice to be in like manner published, to alter, vary, or revoke the same, or any part thereof, and by the same or any other order, to be in like manner published, to define the limits of the Port, and the limits so defined in any such order shall, while such order is in force, be, for the purposes of this Act, the limits of the Port: Provided, however, that until such order shall be published, the limits of the Port as for the time being defined by a declaration made by the Local Government, under the provisions of Act XXII. of 1855, passed by the Legislative Council of India, shall, for the purposes of this Act, be the limits of the Port.

Regulations as to buoys and moorings.

LXXIV. All regulations under and provisions of the said Act XXII. of 1855, passed by the Governor General of India in Council, with regard to buoys and moorings, shall extend to the

buoys and moorings laid down by or belonging to the Trustees, unless and until other regulations shall be made by the Trustees under Section 83 of this Act. The Conservator of the Port, and his Assistants, in carrying out and enforcing such regulations, shall act under the direction of the Trustees.

Power to increase Port dues.

LXXV. From and after the date on which this Act shall come into operation, Section I. of Act XXXI. of 1857, passed by the Governor General of India in Council, shall be repealed, and in lieu thereof it is enacted that port dues, at rates not exceeding the rate of four annas or below the rate of two annas for every ton of register, and varying for different classes of vessels as the Trustees may deem fit, shall be chargeable in respect of sea-going vessels of the burthen of 10 tons and upwards (except fishing-boats) which shall enter the Port.

Power to make Trustees Conservators of the Port.

LXXVI. It shall be lawful for the Local Government, at any time after the passing of this Act, by an order published in the *Bombay Government Gazette*, to confer on the Trustees the powers of the Conservator of the Port of Bombay, under Act XXII. of 1855 or any other law for the time being in force.

Port dues may be made payable to Trustees.

LXXVII. Every such order may direct that the port dues, pilotage, or other fees payable under the provisions of any Act authorizing the levy, or requiring payment, of port dues, pilotage, or other fees, from, or in respect of, vessels entering or leaving the said Port, or being or lying therein, or using the said Port, shall be received by the Trustees.

Trustees to exercise powers of Conservator.

LXXVIII. From and after the publication of any such order, the Trustees shall have within the Port, all and singular the rights, powers, and authorities in and by Act XXII. of 1855, passed by the Governor General of India in Council, or any other Act, conferred on the Conservator of the Port, and may exercise such rights, powers, and authorities by any officer to be thereunto appointed, as prescribed by Sections 23 and 24 of this Act, and the said rights, powers, and authorities shall not be exercised by any other person within the said Port.

Trustees to receive Port dues.

LXXIX. From and after the publication of any such order all the port dues, pilotage, and other fees in and by such order directed to be received by the Trustees, and payable in respect of any vessel entering or leaving the Port, or being or lying therein or using the said Port, shall be payable to the Trustees, and shall be deemed to be a portion of their income, and shall be included in their annual estimates and accounts.

Trustees to be vested with the exclusive rights and privilege of appointing Pilots.

LXXX. The Trustees, at a meeting, shall have the exclusive right and privilege of appointing pilots for the navigation of vessels within the limits of the Port of Bombay; and it shall be lawful for the Trustees, at a meeting, from

time to time, to make such bye-laws and regulations as they shall think fit, for fixing and regulating the wages and allowances for pilotage to be received by the pilots to be appointed by the Trustees, and also for regulating the behaviour and conduct of such pilots, and to enforce the observance of such bye-laws and regulations, by the imposition of pecuniary penalties not exceeding one hundred rupees for each offence, or by suspension, or deprivation of appointment, or otherwise, as to the Trustees may appear expedient: Provided that such bye-laws shall first have been approved by the Local Government, and published in the manner directed by Section 87 of this Act.

Responsibilities of the Trustees as Conservators of the Port.

LXXXI. Neither the Local Government nor the Trustees of the Port shall be answerable for any act or default of any Deputy Conservator of the Port, or of any Master Attendant or Harbour Master, or of any pilot, or of any deputy or assistant of any of the officers abovementioned, or of any person acting under the authority or directions of any such officer, or assistant, done within the limits of the Port of Bombay, nor for any damage or injury sustained by any vessel in consequence of any defect in any of the moorings, hawsers, or other things belonging to the said Trustees, within the said limits, which may be used by such vessel: Provided that nothing in this section shall protect the Local Government or the Trustees from an action in respect of any act done by or under the express order or sanction of them or either of them.

Power to procure and charge for Steam Tugs.

LXXXII. It shall be lawful for the Trustees, at a meeting, to provide or procure such steam vessels as they may think fit, and to employ the same, or any of them, in towing vessels into, out of, or in the Port of Bombay, and to make such charges for towage by the said steam vessels as they may deem expedient.

Trustees empowered to make Port Rules.

LXXXIII. From and after the publication of any such order as is referred to in Section 76, the Trustees, at a meeting, may, from time to time, make such Port Rules, not inconsistent with Act XXII. of 1855, as they may think necessary, for any of the following purposes, namely:—

Entering or leaving Port.

1. For regulating the time at which, and the manner in which, vessels shall enter into, and go out of, the Port of Bombay;

Berths of vessels.

2. For regulating the berths and stations to be occupied by vessels in the said Port;

Striking yards, &c.

3. For striking the yards and top-masts, and for rigging in the jib and driver booms, of vessels in the said Port, whenever it may be proper so to do;

Removal of anchors, &c.

4. For the removal, or proper hanging or placing, of anchors, spars, and other things in, or attached to, vessels in the said Port;

5. For regulating vessels whilst taking in, or discharging, ballast or cargo, or any particular kind of cargo, in the said Port, and the Stations to be occupied by vessels whilst so engaged ;

Taking in or discharging ballast.

6. For keeping free passages of such width as may be deemed necessary, within the said Port, and along or near to the piers, docks, wharves, moorings, and other works in, or adjoining to, the same, and for making out the spaces so to be kept free ;

Keeping free passage.

7. For regulating the anchoring, fastening, mooring, and unmooring of vessels in the said Port ;

Regulating the enchoring.

8. For regulating the moving and warping of all vessels within the said Port, and the use of warps therein ;

Moving and warping.

9. For regulating the use of the mooring buoys, chain, and other moorings, in the said Port ;

Use of mooring-buoys.

10. For fixing, from time to time, the rates to be paid for the use of such moorings, or of any boat, hawser, or other thing ;

Rates for use of mooring buoys.

11. For regulating cargo and other boats plying for hire in the said Port : Provided that nothing in this Act shall authorize the Trustees to fix the price to be charged for the use of any such boat ;

Cargo boats, &c.

12. For regulating the use of fires and lights within the said Port ;

Fires and lights.

13. For enforcing and regulating the use of signal lights by vessels at night in the said Port.

Signal lights.

LXXXIV. Every charge of an offence against any provision of this Act, or of any bye-law or port rule made in pursuance thereof, alleged to have been committed within the Port of Bombay, shall be heard and determined in a summary way by a Magistrate of Police for the City of Bombay, according to the provisions of the law for the time being regulating the procedure of the Court of such Police Magistrate. All fines and penalties levied or payable under this Act or any bye-law or port rule made in pursuance thereof, shall be paid to the Trustees, and shall be applied by them to the purposes mentioned in Section 47 of this Act.

Jurisdiction of offences committed within the Port of Bombay.

LXXXV. It shall be lawful for the Trustees, at a meeting, from time to time, to make bye-laws for the guidance of persons employed by them under this Act ; for the safe and convenient use of the wharves, docks, piers, warehouses, tramways, and other works constructed or acquired by them under the authority of this Act ; for the use of the public landing-places constructed by or belonging to them ; for the reception and removal of goods brought within the premises of the Trustees ; for keeping clean the harbour and basins and the

Trustees empowered to make bye-laws.

works of the Trustees, and for preventing filth or rubbish being thrown therein or thereon; for the mode of the payment of the tolls, dues, rates, and charges leviable under this Act; for regulating, declaring, and defining the wharves, docks, and piers vested in the Trustees for the time being on which goods shall be landed from vessels and shipped on board vessels; or otherwise for carrying out the purposes of this Act; and from time to time to vary, alter, or revoke any such bye-laws so made by them.

Approval of Bye-laws.

LXXXVI. No bye-law or port rule, or alteration or revocation of a bye-law or port rule, shall have effect until the same shall have been approved by the Local Government by an order published in the *Bombay Government Gazette*, and no bye-law or port rule shall be approved by the said Local Government until it shall have been published for three weeks successively in the *Bombay Government Gazette*; and when such bye-law or port rule shall have been so approved, all Courts of Law shall take judicial notice thereof.

Governor in Council may revoke and annual Bye-laws.

LXXXVII. It shall be lawful for the Local Government, by an order published in the *Bombay Government Gazette*, to revoke, annual, and make void any bye-law made and published under the provisions of Sections 80, 85, and 86 and any port rule made under the provisions of Section 83.

Penalty for infringement of Bye-laws.

LXXXVIII. No penalty for any one infringement of a bye-law or port rule shall exceed one hundred rupees, nor, in case of a continuing infringement, shall any penalty exceed fifty rupees per diem for every day after notice of such infringement shall have been given by the Trustees to the person guilty of such infringement.

Bye-laws and Tables of tolls to be exhibited.

LXXXIX. The Trustees shall cause the said bye-laws and port rules, and the tables of tolls, dues, rates, rents and charges leviable, to be printed in the English, Marathee, and Guzeratee languages and characters, and to be hung up at the several wharves, docks and piers, and other convenient places on the premises of the Trustees.

Limitation of Suits.

XC. No suit shall be brought against any person for anything done, or purporting or professing to be done, in pursuance of this Act after the expiration of six months from the day on which the cause of action in such suit shall have arisen.

Government may order a survey.

XCI. The Local Government may, at any time, order a survey or examination of any works in the possession of or in the course of construction by the Trustees under this Act, or of the intended site of any proposed works and the cost of such survey and examination shall be borne and paid by the Trustees out of the moneys in their hands by virtue of this Act.

XCII. If the Trustees shalll allow any work constructed by them under this Act to fall into disrepair, or shall not complete any work commenced by them, or included in any estimate as aforesaid submitted or approved of, and shall not after due notice in writing proceed effectually to repair, or complete, such work under this Act, it shall be lawful for the Local Government to cause such work to be restored, completed, or constructed, either by the officers of Government, or any private contractor, and the cost of any such restoration, completion, or construction, shall be a charge on the works, and a debt due from the Trustees to the Secretary of State for India in Council.

Government may restore or complete works.

XCIII. If, at any time, any money which may, for the time being, be payable under the provisions of this Act to the Secretary of State for India in Council, for interest, or for work done under the provisions of preceding section, shall be due and unpaid for one month after the same shall have become payable, it shall be lawful for the Local Government, if it shall think fit, by an order published in the *Bombay Government Gazette*, to appoint some person to receive the rents, dues, and profits, tolls, rates and charges, and other income which the Trustees may, under this Act, be entitled to receive and to apply the same in discharge of the amount so payable; and the person so to be appointed shall have for recovery of such rents, dues, profits, tolls, rates, charges, and income, all and singular the powers and authorities herein and hereby conferred on the Trustees for the purposes aforesaid.

Mode of realizing interest due to the Secretary of State.

XCIV. If at any time it shall appear, to the satisfaction of the Local Government, that the works intended to be accomplished under this Act have not been, and are not likely to be, properly carried out, or, if carried out, have not been, and are not likely to be, properly maintained by the Trustees, it shall be lawful for the said Governor in Council to give six months' notice, by order published in the *Bombay Government Gazette*, that unless within that period the Trustees shall take measures, to the satisfaction of the said Local Government, for the carrying out, or proper maintenance, of the said works, the powers by this Act, conferred on the Trustees will, at the end of such period, be withdrawn and revoked, and the Local Government may assume possession and management of the works already constructed, and, at the expiration of such period of six months, by an order in like manner published, to declare such powers revoked. By such last-mentioned order, and without the necessity of any conveyance, all immovable and movable property, all benefit of contracts, and all rights of suit, which at the time of the publication of such order may be vested in the Trustees under this Act, shall be transferred to, and vested in, the Secretary of State for India in Council; and all rights of levying and recovering tolls, dues, rents, rates and charges, and all powers of every nature and kind whatsoever vested in the said Trustees under this Act shall be transferred to and

Government may take possession and revoke powers of Trustees.

vested in the Local Government: Provided always that the rights of all creditors of the Trustees under this Act shall continue as against the said Secretary of State to the extent of the property so transferred to, and vested in, the said Local Government.

Sanction of Government how to be evidenced.

XCV. Any assent in writing, or sanction or order of the Local Government contemplated or required by this Act, shall be sufficiently evidenced by the production of a written or printed copy of an order of the Governor in Council signed by one of the Secretaries to Government.

Reservation of the rights of Government to use the Bunders for collecting Customs Duties.

XCVI. The provisions of this Act shall not interfere with the rights of the Government to collect Customs Duties or of the Municipal Corporation of the City of Bombay to collect Town Duties at all or any of the Bunders mentioned in Schedule C., and it shall be lawful for the Government to use the said Bunders in such manner, from time to time, as the Government shall deem expedient for the purpose of collecting the Customs Duties leviable, under the existing or any future Acts.

Reservation of powers of Chief Customs Officer.

XCVII. Nothing in this Act contained shall affect any power or authority vested in the Chief Customs authority of the Presidency under any law for the time being in force for the administration of Sea Customs in India.

Short Title.

XCVIII. This Act may be called the "Bombay Port Trust Act, 1873."

SCHEDULE A.

(*Referred to in Section* 1.)

So much of the provisions of Act XXII. of 1855 as refer to the Port of Bombay and are inconsistent with the provisions of this Act.

Section I. of Act XXXI. of 1857.

Bombay Act V. of 1870.

SCHEDULE B.

(*Referred to in Clause* 1, *Section* VIII.)

1. Deed of Conveyance, dated the 27th June 1872, signed by Colonel Michael Kavanagh Kennedy, Royal Engineers, one of the Secretaries to the Government of Bombay, on behalf of the said Government, and by Hamilton Maxwell and William Gilmour Hall, Liquidators of and on behalf of the Elphinstone Land and Press Company, Limited.

II. Deed of Indemnity and Release, dated 27th June 1872, granted by the Secretary of State in Council to the Elphinstone Land and Press Company, Limited.

III. Grant of Annuities by the Secretary of State in Council to Merwanjee Manockjee, dated 5th February 1873.

IV. Lease of Santa Cruz property, granted by Byramjee Jejee-

bhoy to the Secretary of State in Council, and dated 19th June 1872.

SCHEDULE C.

(Referred to in Clause 2, Section VIII.)

Sewree Bunder.—Extending from a point 183 yards to the north of Sewree Fort on the north to the property in the occupation of Essa Fazul on the south-west, and bounded on the north west partly by private property and partly by the Sewree Road, including the foot-path to the northward in continuation thereof, admeasuring 13 1-5th acres.

Tank Bunder to the line of the Elphinstone frontage (except the property leased to Messrs. W. Nicol and Co., and the foreshore in front of the same).—Bounded on the north partly by the Frere Land Company's property and partly by the sea, on the south partly by the Mazagon Land Company's property and partly by the Hindoo Burial-ground, and on the west partly by the Frere Land Company's property, partly by private property, and partly by the Mazagon Road, and admeasuring 17½ acres.

Kasara Bunder to the line of the Elphinstone frontage.—Bounded on the north by the Harbour Defence Workshops, on the south by the property of the Peninsular and Oriental Steam Navigation Company, and on the west by Government land occupied by several individuals, and admeasuring 11·194 acres.

Mazagon Bunder.—Bounded on the north by the Peninsular and Oriental Steam Navigation Company's property, on the south by the Viegas Patent Slip, and on the west by the Mazagon Road, and admeasuring 0·746 acres.

The right of levying wharfage fees, tonnage fees, rents, rates, and dues, on all goods, other than those belonging to the Great Indian Peninsula Railway Company, landed at or stored upon the "Railway Wharf" at Waree Bunder, which is bounded on the north by a portion of the Elphinstone Estate and by a part of the district of Mazagon, on the west by a portion of the district of Mazagon and by land in the possession of the Great Indian Peninsula Railway Company, on the south by the Elphinstone Estate, and on the east by the Harbour of Bombay, and admeasuring (including the Basins) 91·81 acres.

Malet Bunder and Basin.—Bounded on the north by the "Railway Wharf" at Waree Bunder before described, on the west and south by land described in the Deed of Conveyance first mentioned in Schedule B to this Act annexed, and on the east by the Harbour of Bombay, and admeasuring 12·121 acres.

Moody Bay Estate (seaward portion) to the line of the Elphinstone frontage, partly reclaimed and partly unreclaimed.—Bounded on the north by the Carnac basin and by a portion of the Elphinstone Estate, on the west by the Frere Road now in course of construction, on the south by the Mint premises, and on the east by the Harbour of Bombay, and admeasuring 225·719 acres.

Moody Bay Estate (landward portion).—All rents, rates, and dues levied for a period of ten years from the date of the coming into

operation of this Act, except rent of land occupied by Government, upon that portion of Moody Bay Estate bounded on the north by a portion of the Elphinstone Estate and by the Carnac Overbridge; on the west by the Great Indian Peninsula Line of Railway, by Fort George, and the Eastern Boulevard; on the south by the Frere Road, now in course of construction; and on the east by the Frere Road, and admeasuring 37·6 acres.

Custom House Bunder.—Bounded on the north by the Arsenal Basin and by the Castle, on the west by Marine Street, on the south by the Dockyard, and on the east by the Harbour, including the Customs Bonded Warehouse, but excluding the premises of the Fort Press Company with all the sheds, cranes, buildings, and erections thereon, save those in the occupation of the Customs authorities, as offices, and (including the Custom House and Arsenal Basins), admeasuring 10·217 acres.

The Wellington Reclamation, the Apollo Bunder, and the Apollo Bay Reclamation—Bounded on the north by the Dockyard premises, on the west partly by the Dockyard premises and partly by the Colaba Road, on the south by the Arthur Basin, and on the east by the Harbour, and (including the Basins pertaining to these reclamations and half of the Arthur Basin) admeasuring 43·069 acres.

The right of levying wharfage fees, tonnage fees, rents, rates and dues on all goods other than those belonging to the Bombay, Baroda, and Central India Railway Company landed at or stored upon the Gun Carriage Reclamation, which is bounded on the north by the property of the Apollo Press Company and by Lower Colaba, on the west by Lower Colaba and the Colaba Road, on the south by the Colaba Land Company's property, and on the east by the Harbour of Bombay, and (including half of the Basin) admeasuring 18·478 acres.

The right of levying wharfage fees and tonnage fees on goods landed at or shipped from any portion of the foreshore from the south end of Sassoon's Reclamation to Colaba Point, together with the piece of land bounded on the north by Sassoon's Reclamation, on the west by the Colaba Road, on the south by property belonging to or in the occupation of Pestonjee Merwanjee, and on the east by the Harbour of Bombay, and admeasuring 1,325 square yards; also the piece of land bounded on the north by the Government Bungalow in charge of the Collector of Bombay, commonly called the "Colaba Parsonage," on the west by the Colaba Road, on the south by the School house nearly opposite to Saint John's Church, and on the east by the Harbour of Bombay, and admeasuring 8,163 square yards.

Chowpatty Bunder.—Comprising the land between the sea in Back Bay and the Queen's Road, from the foot of the landing slope at Chowpatty to opposite the road to the French Bridge, and admeasuring 0·268 acres, together with all rights of collecting fees on crafts entering into or anchoring in Back Bay.

Foreshore from Worlee Fort to Mahim Causeway.—Bounded on the landward side by the line of high-water mark, except at Mahim, where the boundary extends on the east to the Causeway, and on the south to the Customs Chowkey.

SCHEDULE D.

(Referred to in Clause 3, Section VIII.)

The Light-house on Dolphin Rock, with all the fittings and appurtenances thereof.

1. The Light-house on Kennery.
2. The Light house at Colaba.

Buildings, comprising—

1. Two Boat-sheds at Colaba, with slip.
2. Bankshall at Colaba.
3. Time Ball Tower and Clock.
4. Apollo Pier Refreshment Rooms, Post Office, Police Station, and Carriage-shed.
5. Look-out House at Castle Signal Station.
6. Mazagon Pier Shed and Crane.
7. And all other buildings and land whatsoever heretofore in the charge of the Harbour and Pilotage Board.

Signal Stations and Flag-staves at—

1. Colaba, with the buildings and land.
2. Centre Hill, with the buildings and land pertaining thereto.
3. The Castle, with the buildings and land pertaining thereto.

Light-ships, Boats, &c.—

1. Outer Light-ship "Bombay," with all stores and appurtenances.
2. Inner Light-ship "Colaba," with all stores and appurtenances.
3. The Conservator's Boat.
4. One Pilot Boat at Karwar.
5. Thirteen Buoys for Shoals and Moorings.
6. Three Pilot Schooners, of about 100 tons each, with boats, stores, and appurtenances.
7. Two Iron Steam Water Barges and Fire Engines, with the stores, boats, and appurtenances thereof.
8. One Iron Steam Anchor Hoy and Fire Engine.
9. One National Society's Life-boat.
10. One White's Life-boat.
11. One 32-feet Gig.
12. One Pilot Cutter.
13. Two spare Boats for Pilot Schooners.

Miscellaneous—

1. One Red Revolving Light Apparatus for Outer Light, complete.
2. One Life-saving Rocket Apparatus, with Rockets, &c., complete.
3. Sixty-four Lamps and Lamp Posts for Piers.
4. Nine Buoys, Iron, Shoal.
5. Two Iron Beacons on Shoals.
6. Six Iron Benches for Apollo Pier.

SCHEDULE

DESCRIPTION of the Situation, Rents, and Prospective Rents, payable to

No.	Collector's Number.	Situation.	Names of Proprietors.	Area.
1	21	Sewree	Mookia Chatjee Patel and others.	5,566 sq. yds.
2	178, 236, 226, 191, 232, 205, 251, 210, 230, 136, 142 & 310	Do.	Memon Hajee Essa Fudla.	....
3	42	Do.	Dorabjee Nusserwanjee Maistry	$39\frac{3}{4}$ Burgas.
4	11	Do.	Muncherjee Framjee Cama	103 do.
5	11	Do.	Lawrence Lawson	$96\frac{19}{50}$ do.
6	184 & 182	Do.	Hajee Abdool Noor Mahomed	.....
7	615	Do.	Hajee Esmail bin Hajee Abdoola	954 sq. yds.
8	620, 621 & 251	Do.	Hajee Jakrir Noor Mahomed	....
9	615	Do.	Jamadar bin Ally	636 Burgas.
10	618, 3, 4, 614, 616, & 617	Do.	Hajee Gool Mahomed Hajee Abdool Rahimon	$7,674\frac{4}{50}$ do.
11	112	Tank Bunder.	Messrs. John Smith, John Fleming, and others	32,021 sq. yds.
12	118	Mazagon	Mazagon Land and Reclamation Company	8,360 Burgas.
13	115 & 110	Do.	P. and O. Company's Dockyard	48,797 sq. yds.
14	90 & 113	Do.	Viegas Patent Slip Company	3,247 do.
15	20, 385, 71, 26 & 101	Do.	Mirza Ally Mohamed Khan	34,027 do.
16	84, 77 & 76	Colaba	Colaba Land Company	24.111 do.
	7, 8, 9 & 10	Do.	Do. do.	27.630 do.
	1, 1-A	Do.	Do. do.	139,237 do.
17	80	Do.	Apollo Press Company	8,880 do. 6,289 do.
18	87	Do.	Messrs. D. Sassoon & Co.	$\frac{7340}{4816}$ do. $8\frac{9}{8}$ do.
19	....	Do.	The Colaba Company, Limited	$11\frac{839}{8401}$ do.

E.

Government for the Properties referred to in Clause 4, Section VIII. of Act.

Amount of Annual Rent.	Prospective Rents.	Tenure.	Remarks.
Rs. a. p.	Rs. a. p.		
19 14 10	.....	Paying annual ground-rent	
19 4 6	.....	Tocca & Foras.	A lawsuit is going on about a portion of this property.
1 7 9	.....	Foras	
10 0 0	.....	Leasehold	21 years renewable.
7 0 0	.....	Do.	Ditto.
0 3 5	.....	Foras	Fish-pond.
49 4 5	.....	Sufferance lease	
33 4 6	.....	Partly Tocka & partly Sunud.	
26 8 0	.....	Sunud ground.	
329 1 7	.....	Do.	Salt Pan; converted into Frore Land Reclamation.
2,408 0 0	.....	Leasehold	For the term of 50 years from 1st May 1862.
400 0 0	23,025 0 0	Do.	For the term of 999 years, commencing from 26th August 1864, at an annual rent of Rs. 400 during the first ten years, and Rs. 23,025 a year during the residue of the said term. Rent is due on 1st May 1875.
1,524 14 6	1,781 14 0	Do.	For the term of 99 years from 5th November 1859; during 50 years rent of Rs. 1,524-14-6 and Rs. 1,781-14-0 will be demanded from May 1910.
101 15 6	.....	Paying annual ground rent.	
684 1 0	.....	Do.	Dockyard.
3 0 0	184 9 5	Leasehold	Term for 99 years; increased rents will commence from 31st May 1909.
293 9 5	.....	Do.	21 years; renewable.
.....	1,044 4 6	Do.	For the term of 99 years; exempted from rent up to 31st December 1887.
66 9 8	.....	Do.	Ditto Ditto.
.....	47 2 9		
3,750 0 0	.....	Do. ...	For the term of 999 years; rent Rs. 500 per acre for the reclaimed ground, and Re. 1 per acre as long as the land is unreclaimed; when any portion reclaimed annual rent at Rs. 500 per acre to be charged.
8 3 7	4,111 9 1		
5,529 3 9	.....	Do.	For the term of 999 years, per Government Resolution No. 2435, dated 20th May 1871 (i.e., seignorage of Re. 1 per acre, rent Rs. 500 per acre, commencing from 1st January 1865; lease for 999 years).

SCHEDULE F.

(Referred to in Section XLV.)

Form of Debenture.

THE TRUSTEES OF THE PORT OF BOMBAY.

The 18

No.

By virtue of the Act No. of 1873 of the Council of the Governor of Bombay for making Laws and Regulations, entitled "The Bombay Port Trust Act, 1873," we, the Trustees of the Port of Bombay, in consideration of the sum of Rupees paid to us by *A. B.*, of promise to pay to the said or order the said sum of Rupees after the date hereof, together with interest at the rate of per centum per annum, payable half-yearly on the day of and the day of .

Given under our Corporate Seal this day of 187 .

(Signature of the Chairman and two Trustees.)

Seal *of Corporation.*

SCHEDULE G.

STATEMENT of Capital Account of Port Trust, referred to in Section XLIX.

	Capital bearing 4 per cent. Interest for 10 years; thereafter 4½ per cent.	Capital not bearing Interest.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Elphinstone Estate, purchase price...	1,85,91,596 12 8	.....	1,85,91,596 12 8
Do. Expended in 11 months to 31st March 1871...	7,47,370 2 10	.....	7,47,370 2 10
Do. do. 12 months to 31st March 1872.....	2,75,090 8 6	.....	2,75,090 8 6
Do. Troop Siding, Carnac Bunder	39,790 3 2	.....	39,790 3 2
Moody Bay Reclamation (portion east of Frere Road). Expended prior to 31st March 1870	.....	*a* 24,48,337 11 2	24,48,337 11 2
Do. do. in year to 31st March 1871	3,57,596 8 8	.....	3,57,596 8 8
Do. do. in year to 31st March 1872	2,01,345 6 4	.....	2,01,345 6 4
Apollo Bay Reclamation. Expended prior to 31st March 1870...	.....	*a* 14,36,845 0 11	14,36,845 0 11
Do. do. in year to 31st March 1872	9,752 11 11	.....	9,752 11 11
Wellington Reclamation. Expended prior to 31st March 1870	.....	*a* 3,03,896 9 10	3,03,896 9 10
Do. do. in year to 31st March 1872	934 12 8	.....	934 12 8
Apollo Pier. Expended prior to 31st March 1870	.....	*b* 2,23,038 12 2	2,23,038 12 2
Do. do. in year to 31st March 1871	1,38,173 7 8	.....	1,38,173 7 8
Do. do. do. 31st March 1872	61,825 9 2	.....	61,825 9 2
Tank Bunder. Expended in year to 31st March 1871	182 0 0	.....	182 0 0
Customs Bonded Warehouse — Apollo Bonded Warehouse	.....	*b* 5,50,000 0 0	5,50,000 0 0
Customs Bonded Warehouse — Custom-house Godowns.....	.....	*b* 25,165 0 0	25,165 0 0
Kussara Bunder.....	.....	*b* 5,285 0 0	5,285 0 0
Saw Mill Property, Tank Bunder	.....	*b* 41,189 14 4	41,189 14 4
Expended on the above properties between 31st March 1872 and the passing of this Act	(Whatever amount may be recorded in the Books of the Controller, Public Works Accounts, Bombay.)		
Balance of Interest unpaid at 31st March 1871	2,75,273 4 7	.....	2,75,273 4 7
Do. do. 31st March 1872.	1,50,233 3 2	.....	1,50,233 3 2
Balance of interest unpaid for the period from 1st April 1872 until the date on which this Act comes into operation.....	Whatever amount may be recorded in the Books of the Accountant General, Bombay.		

a Capital not to be repaid to Government. *b* Capital to be repaid to Government.

By Order of His Excellency the Governor in Council,

JOHN NUGENT,
Acting Under-Secretary to Government.

Bombay Castle, 25th June 1873.

APPENDIX B.

REPEAL OF THE EXPORT DUTY ON WHEAT.

No. 296 of 1872.

BOMBAY CHAMBER OF COMMERCE, *12th October* 1872.

To the SECRETARY to the GOVERNMENT of INDIA, with the VICEROY and GOVERNOR GENERAL, Governor General's Camp.

SIR,—I am directed to state, for the information of His Excellency the Viceroy and Governor General in Council, that at the Annual General Meeting of this Chamber held on the 8th instant a resolution was unanimously passed to the effect "That the Committee of Management be requested to forward a memorial to the Governor General in Council, praying for a repeal of the duty on wheat."

In conformity with this resolution I have now the honour, by direction of the Committee of Management, to forward herewith a memorial to His Excellency in Council, praying for the repeal of the duty in question; and I am to request the favour of your placing the same before His Excellency the Viceroy for his favourable consideration at your earliest convenience.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 297 of 1872.

BOMBAY CHAMBER OF COMMERCE, *12th October* 1872.

To His Excellency the Right Hon'ble LORD NORTHBROOK, G.C.S.I., Viceroy and Governor General of India in Council.

The Memorial of the Members of the Bombay Chamber of Commerce.

RESPECTFULLY SHEWETH,—

1. That the opening of the Suez Canal has made avail-

able for export from Bombay to the United Kingdom a new article of Indian produce, viz., wheat, which has been very well received in England, and that the shipments made have met with ready sale, at good rates, compared with those paid for wheat from other countries.

2. That under the provisions of Act XIII. of 1871, wheat coming in the class of grain and pulse, is subject, with rice, to an export duty of 3 annas per maund, which amounts to a tax of from 7 to 10 per cent. of its value, far greater than that levied on any other article excepting rice, and in these days of rapid communication and keen competition almost prohibitory.

3. That while Indian rice meets with practically no competition in the home markets, Indian wheat, upon which the same duty is levied, has to compete with the same product from Prussia, Austria, Spain, Egypt, the Danubian Principalities, Chili, Australia, and the United States, including California.

4. That India stands naturally at a disadvantage as compared with the other wheat-producing countries, excepting only California and Australia, in the greater length of the sea voyage, necessary to get her wheat to a market; and that when to this disadvantage is added the burden of a heavy export duty, shipments are prohibited, except in exceptional conditions of the home market.

5. That the total amount of export duty thus far collected on wheat, though burdensome in itself, is a very inconsiderable item in the revenue of India, amounting on an average for the past four years to only Rs. 77,000 per year, and therefore that the repeal of the duty, thus imperatively demanded in the interests of the trade, will not be felt as regards the Government revenue.

6. That the commercial interests of Bombay have suffered hitherto, from the fact of the trade having been forced by various circumstances into mainly one article of export, viz., cotton, and that the real interests of Bombay and the Presidency will be furthered by the removal of any obstacles, which prevent a more extended list of important exports.

Your memorialists, therefore, earnestly pray that your Excellency in Council may be pleased to consider favourably the expediency of taking such steps as may be deemed advisable,

whether by special enactment or otherwise, to relieve the trade in wheat of the present export duty as speedily as possible, and thus afford India a fair chance of competing with the other wheat-producing countries of the world for a share of the important trade in the import of this product into the United Kingdom.

And your memorialists, as in duty bound, will ever pray.

In the name and on behalf of the Members of the Bombay Chamber of Commerce,

JOHN K. BYTHELL, Chairman.
JAMES TAYLOR, Secretary.

No. 290.

FORT WILLIAM, 14*th January* 1873.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging the receipt of a memorial addressed to His Excellency the Viceroy by your Chamber, dated 12th October 1872, praying for the remission of the duty levied under the Indian Tariff Act of 1871 on wheat exported from British India, I am directed to refer you to the Notification in the *Gazette of India*, No. 41, dated 4th January 1873.—I have, &c.,

R. B. CHAPMAN,
Secy. to the Govt. of India, Financial Dept.

NOTIFICATION OF GOVERNMENT OF INDIA.

(From Gazette of India, 4th January 1873.*)*

SEPARATE REVENUE, CUSTOMS,—*4th January* 1873.

No. 41—In exercise of the powers conferred by Act XVIII. of 1870, the Governor General in Council is pleased to exempt wheat exported from British India from the duties of Customs to which it is liable under the Indian Tariff Act 1871, with effect from this date.

R. B. CHAPMAN,
Secy. to the Govt. of India.

APPENDIX C.

REGISTRATION OF PARTNERSHIPS.

No. 46 of 1873.

BOMBAY CHAMBER OF COMMERCE, 11*th March* 1873.

To the SECRETARY to GOVERNMENT, Judicial Dept., Bombay.

SIR,—I have the honour, by direction of the Committee of Management, to bring to the notice of His Excellency the Governor in Council a subject of much importance to the mercantile community, on which the Chamber has addressed the Government of Bombay on various occasions during the past six years without result, namely, the desirability of a legislative enactment for the enforcement of a registration of partnerships.

In February 1867 the Committee of the Chamber, when submitting to Government copy of a memorial which had been addressed to them by many of the principal native merchants and bankers in Bombay, praying for a legislative enactment for the compulsory registration of partnerships and of deeds of trusts or gifts, stated at some length the reasons which weighed with them on urging Government to place the matter before the Government of India with a view to legislation as early as might be practicable.

The representation made by this Chamber at the date abovementioned was submitted to the Government of India by the Government of Bombay in the month of May following, accompanied by the minutes recorded on the subject by the honourable members of Government. It was also strongly supported by the Chambers of Bengal and Madras in communications addressed to their respective Governments.

In August 1867 a communication from the Government of India (in the legislative branch) was submitted to the

Chamber, through the Government of Bombay, requesting its views on certain points noted therein.

The points referred to were carefully considered by the Chamber, and a communication from the Committee under date 25th January 1868 was addressed to Government, in which their opinions on the points submitted for consideration were fully explained and set forth; this communication was duly acknowledged with the thanks of the Government of India in the month of February following.

A year afterwards, in February 1869, the Chamber having heard nothing further on the subject in the meantime, a letter was addressed by the Committee to the Government of Bombay, inquiring whether any steps had been taken by the Government of India to give legal sanction to the views that had been laid before it on the subject of a compulsory registration of partnerships, to which letter a reply was received in April to the effect "that the matter is under the consi-"deration of His Excellency the Governor General in "Council, but that recently some evidence has come before "the Government of India regarding the expediency of the "proposed law which is of a very contradictory character;" and this is the latest information on the subject with which the Chamber has been favoured.

In December 1870 the Committee had the honour to address Government on the subject of the extreme difficulty of obtaining execution of decrees of the High Court of Bombay against debtors who have absconded to, or have property in, Native States, and on that occasion had to point out the inconvenience that arose from the want of an enactment requiring the registration of partnerships; but to this communication no answer has been received.

I am now directed by the Committee of Management to annex herewith printed copies (taken from the Chamber's annual reports) of the various communications that have proceeded from the Chamber on this subject for the information of His Excellency in Council, and respectfully to request he will do the Chamber the favour to ascertain whether it is the intention of the Government of India to legislate on this important matter, or to state, for the information of the members, the objections that may be entertained against the proposal.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 2260 of 1873.

BOMBAY CASTLE, 21*st April* 1873.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 11th ultimo, and, in reply, to state that the Government of India has been applied to for the information requested by the Chamber, and that their proposal for the compulsory registration of partnerships and of deeds of trust and of gift has been recommended to that Government for favourable consideration.

2. With reference to the reiterated complaint of the Chamber of the difficulty of obtaining the execution of the decrees of the High Court in the territories of Native States, I am desired to inform you that the judicial administration in a large number of those States has not been placed on a basis which would admit of Government offering perfect reciprocity in the matter of the execution of decrees, and that until this can be done, Government cannot equitably insist on the Native States giving immediate effect to the decisions of British Courts of Justice.—I have, &c.,

J. M. CAMPBELL,
Offg. Under-Secy. to Govt., Jud. Dept.

APPENDIX D.

TRANSIT DUTIES IN HOLKAR'S TERRITORY.

BOMBAY CHAMBER OF COMMERCE, *13th January* 1873.

To the AGENT to the GOVERNOR GENERAL, C. I., Indore.

SIR,—It has been brought to the notice of this Chamber that His Highness the Maharajah Holkar has raised the transit tax on goods entering and passing through his territories, without the Chamber, however, having any exact information beyond the fact that the transit dues have in some way been increased.

I am in these circumstances directed by the Committee of Management to request the favour of your kindly giving the Chamber the particulars, if in your power, of this additional impost, which cannot fail to affect injuriously the trade of Bombay with Central and Northern India, and to favour the Committee with the reasons given by H. H. Holkar, if known to you, for a commercial policy of a character so objectionable.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 104 of 1873.

INDORE RESIDENCY, *24th January* 1873.

To the SECRETARY TO CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter of 13th instant on the subject of the enhanced rate of transit dues in the territories of His Highness the Maharajah Holkar, I have the honour

to forward copy of a letter No. 11 of to-day from Sir T. Madava Rao, Minister to His Highness.

2. The order alluded to in the latter part of the 2nd para. of the Minister's letter is probably that to which the Chamber takes exception. You will see that the objectionable scale for estimating the weight of goods has been for the present suspended.—I have, &c.,

J. C. BERKELEY,
Offg. 1st Asst. Agent Govr. Genl. for C. I.,
in charge of Residency.

INDORE DURBAR CUTCHERRY, *24th January* 1873.

From Sir T. MADAVA RAO, K.C.S.I., Minister to H. H. the MAHARAJAH HOLKAR, to Capt. J. C. BERKELEY, 1st Asst. Agent Govr. Genl., Central India.

SIR,—I have the honour to acknowledge your letter No. 96 of yesterday's date.

2. I am not sure what particular impost the Chamber have in view. You are aware that His Highness the Maharajah has removed the recent tax on hired carts, vide my letter marginally noted. His Highness also lately suspended an order which prescribed a new scale for estimating the weight of goods carried in carts for purposes of duty. This scale, though probably correct in principle, had the effect of raising the duty. It was deemed best to suspend the operation of this scale, pending a mature consideration and revision of the existing system of duties. I am not aware of any other enhancement of taxation in the Customs Department.—I have, &c.,

No. 6, dated 20th January 1873.

T. MADAVA RAO,
Minister H. H. the Maharajah Holkar.

[True Copy.]

J. C. BERKELEY,
Offg. 1st Asst. Agent Govr. Genl. for C. I.,
in charge of Residency.

No. 14 of 1873.

BOMBAY CHAMBER OF COMMERCE, *29th January* 1873.

To Captain J. C. BERKELEY, First Asst. Agent Governor General, Central India, Indore.

SIR,—I am directed by the Committee of Management of this Chamber to acknowledge the receipt of your letter No. 104 of 1873, dated 24th inst., with its accompaniment, and I am to tender you their best thanks for your courtesy and kindness in so promptly furnishing the Chamber with the information asked for in my letter of 13th idem.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX E.

INCREASED BUNDER FEE ON PIECE-GOODS.

VIII.—H. and D. T. Revenue.

ALTERATION IN THE WHARFAGE FEE ON PIECE-GOODS.

Local.—No. 11 H.—55 of 1873.

BOMBAY CASTLE, 10*th February* 1873.

Letter from the Secretary to the Chamber of Commerce, dated 25th January 1873.

States that the attention of the Committee of Management of the Chamber of Commerce has been called to an announcement in the *Government Gazette* of the 9th January, whereby the rate charged for Piece goods landed at Government Bunders has been altered from 2 annas per case or bale under 12 cubic feet, and 4 annas per case or bale over 12 feet, to an uniform rate of 3 annas per bale; that this announcement has come upon merchants as a surprise, and great dissatisfaction has been expressed that a change of this character, which practically raises the rates for landing goods, should have been made wi hout consulting the mercantile community; that the Committee are quite aware of the trouble and delay in measuring bales on the bunders, and would gladly approve of an all-round rate, but that rate should be a fair average one; adduces statistics from one of the principal importing firms showing that the effect of the order is to raise the charge on the bulk of the trade; and requests that Government will favour the Chamber with information as to the grounds on which the late order was issued.

Memorandum from the Consulting Engineer for Reclamations, No. 147, dated 1st February 1873.

With reference to Government memorandum No. 68 A., dated 29th January 1873, forwards Mr. Ryan's explanation of his proposal to introduce a uniform rate of 3 annas per bale or case of Piece-goods, since sanctioned in Government Resolution No. 277 A.—460, dated 16th December 1872; and suggest that the rate be reduced to 2½ annas per bale instead.

RESOLUTION.—On consideration of this representation, the all-around rate per bale or package should be fixed at 2½ annas.

W. A. BAKER, Major, R.E.,
Under-Secy. to Govt., P. W. D.

To

The Consulting Engineer for Reclamations.
The Secretary to the Chamber of Commerce.

APPENDIX F.

THE HYDRAULIC LIFT AT HOG ISLAND.

BOMBAY CASTLE, *3rd January* 1873.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—I am directed to request that you will have the goodness to move the Chamber of Commerce to favour Government with their opinion whether, having in view the fact that the Suez Canal now affords great facilities for taking ships to England for repair, it is probable that the Hydraulic Lift and Graving Dock at Hog Island will, as it now stands, be used to any great extent by the mercantile community.—I have, &c.,

JOHN MACDONALD, Lieut.-Col.,
Secretary to Govt., Marine Dept.

No. 7 of 1873.

BOMBAY CHAMBER OF COMMERCE, *17th January* 1873.

Lieut. Colonel J. A. MACDONALD, Secy. to Govt., Marine Dept., Bombay.

SIR,—I am directed by the Committee of Management of the Chamber to acknowledge the receipt of your letter of the 3rd inst. (received on the 9th) requesting the opinion of the Chamber on the point as to the probability of the Hydraulic Lift and Graving Dock at Hog Island being used to any great extent by the mercantile community, in reference to the facilities now afforded for taking ships home by the Suez Canal.

In reply I am to state, for the information of His Excel-

lency in Council that the Committee are decidedly of opinion that there is no probability of the Hydraulic Lift and Graving Dock at Hog Island being used by merchant ships or steamers, except under very exceptional circumstances. It is too far away from the business of the town to get tradesmen for the necessary repairs of any ship, and also much inconvenience would be felt in providing for the crews of vessels in the Dock, to say nothing of getting there and back.

There is plenty of accommodation for all the ships and steamers visiting the port on the Island of Bombay, and in point of fact, during the last two years most of the Docks we have here have not had sufficient employment to make them pay.

For these reasons the Committee are of opinion there is little probability of the Hydraulic Lift and Graving Dock being used by the mercantile community of Bombay.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX G.

WARM CLOTHING, &c., TO NATIVE SEAMEN VOYAGING BEYOND THE TROPICS.

No. 60.

BOMBAY CASTLE, *7th November* 1872.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—In transmitting the accompanying copy of a letter from the Shipping Master, No. 588, dated 10th October, I am desired to request that this Government may be favoured with the opinion of the Chamber of Commerce on the proposals therein made in regard to the issue of warm clothing and tea and sugar to native seamen voyaging beyond the tropics.—I have, &c.,

JOHN MACDONALD, Lieut.-Col.,
Secy. to Govt., Marine Dept.

SHIPPING OFFICE, BOMBAY, 10*th October* 1872.

To the SECRETARY to GOVERNMENT, MARINE DEPARTMENT.

SIR,—In consequence of the ill-feeling and angry expressions on the part of the native sea-going population of this Presidency as to the supply of warm clothing to be issued to the crews of those vessels when voyaging beyond the tropics, I deem it my duty to bring the matter to the notice of Government with a view to the abolition of that portion, relating to the supply of warm clothing, contained in the Government Resolution No. 800 and sanctioned by the Government of India.

The latter part of that clause—"The master further "agrees to provide the lascar seamen with two suits of "warm clothes of the value of Rs. 10 each, one to be found

"by the ship and the other paid for out of the men's wages "when the vessels go beyond the tropics"—appears to have been adopted many years ago when it was considered necessary to hold out every inducement to Asiatics to undertake long voyages, via the Cape, to the United Kingdom, and back to Indian ports.

The P. & O. S. N. Company being very large employers of native labour in the sea service, and the only Company whose steamers are manned by natives of India and make frequent voyages to the United Kingdom and back, I have had considerable experience in the working of the clause, compelling the supply by the master or owner and the compulsory purchase by the seamen of a suit of clothes of the value of Rs. 10, and in every instance when discharging those crews, which had gone to England and back, I have been compelled to listen to loud and angry protestations against the injustice of being compelled to purchase warm clothing which they did not consider necessary.

As may be imagined nothing was said about the gratuitous supply of the one suit by the master or owner, but I would respectfully submit that it is a tax, and a heavy one, on the employment of Asiatic seamen when it is taken into consideration that under the most favourable circumstances, only two voyages to the United Kingdom and back can be made with a running agreement (vide section 23 of the Merchant Shipping Act No. 1 of 1859 of the Legislative Council of India.)

It has frequently come under my notice that many seamen, after making one trip, contrive to get discharged by pleading sickness, pains in the limbs, and many other complaints which defy detection by the Doctor: they then ship in another vessel bound beyond the tropics and call loudly for the suit of clothes provided by the owner and protest against the enforced supply of the second suit which they are compelled to pay for themselves. It will be seen that the men are gainers by the transaction, and they do not hesitate at desertion to gain this object and run all risks of its attendant punishment.

I would respectfully but earnestly recommend the abolition of that part of the clause referred to on the following grounds:—

1st. The dissatisfaction of those concerned and the ill

feeling shown towards this department by its being enforced.

2nd. Its being unnecessary as shown by natives of India readily voyaging in the China seas which, although within the tropics, are in the winter seasons more severe than that experienced in England, and yet no complaints have ever been received in this office.

3rd. The heavy tax on the employment of native labour in the merchant service, the more especially when it is considered that owners of vessels paying off crews in the United Kingdom are compelled to pay an additional 10 shillings fee per man to the officer appointed by His Grace the Secretary of State to superintend the discharge of Asiatic seamen.

4th. There being no difficulty whatever in obtaining any number of men to proceed to the United Kingdom at any season of the year, while at the same time protesting against the enforced supply of clothing.

I beg respectfully to submit the foregoing reasons as worthy of the consideration of Government with a view to the abolition of that portion of the clause under reference.

I would in substitution sugggest that those vessels, manned by Asiatics trading between Indian ports and ports beyond the tropics, should be required to carry a supply of warm clothing and supply the same at reasonable rates to those members of the crew who thought proper to supply themselves and should pay for them out of their wages when finally discharged from the vessel.

I would also recommend the compulsory issue of tea and sugar to native seamen and foreign-going steamers or any vessel voyaging beyond the tropics. This has been suggested to me by the voluntary increase of the allowance of tea and sugar to the Asiatic seamen on the part of the P. and O. S. N. Company while their steamers were in the United Kingdom; and taking into consideration how welcome to Asiatics in cold climates are these two ingredients, I would respectfully submit it is worthy of the attention of Government.

In bringing this subject to a close I have endeavoured to represent the feelings of the native seagoing population of this Presidency towards that part of the clause in their agreement relating to clothing, and although the abolition of the

gratuitous supply would cause dissatisfaction to the men, it would be an inducement to other Companies to employ native seamen when unclogged with the conditions referred to; but which, as the clause at present stands, acts as a preventative against their employment.—I have, &c.,

W. H. WALKER, Shipping Master.

No. 10 of 1873.

BOMBAY CHAMBER OF COMMERCE, *25th January*, 1873.

Lieut.-Col. J. A. MACDONALD, Secy. to Govt., Marine Dept., Bombay.

SIR,—In reference to your letter No. 60, dated 7th Nov. last, requesting the opinion of the Chamber on a letter from the Shipping Master making certain proposals to Government regarding the issue of warm clothing and tea and sugar to native seamen voyaging beyond the tropics, and your letter of 16th inst. on the same subject, I have now the honour to state that the views of the members of the Chamber are on the whole in favour of the proposals submitted by the Shipping Master for the favourable consideration of Government.

Some members, having much experience of native seamen in connection with their ships and steamers, are of opinion that legislation is altogether unnecessary in the matter of a supply of warm clothing to lascars when voyaging beyond the tropics. The men have great objections to any stoppages being made from their pay, and regard even the shipping and discharging fees as so much injustice done them. They would undoubtedly complain of a stoppage of £5 for a suit of clothes which they could probably purchase at a cheaper rate themselves.

The Committee are of opinion, from the information laid before them, that the native seamen are well fed, get good pay, and are as a rule well cared for. Any impositions on their employers must sooner or later fall upon the lascars themselves, and lead to reductions in their scale of pay.

The Committee believe ample justice will be done to the men by carrying out the proposals of the Shipping Master.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 223.

BOMBAY CASTLE, *27th February* 1873.

Letter from the Shipping Master, No. 588, dated 10th October 1872.

Representing the circumstances which render it necessary that the compulsory issue to native seamen of warm clothing by masters or owners of vessels voyaging beyond the tropics should cease; and suggesting that owners or masters of such vessels should be required to carry a supply of warm clothing and issue the same at reasonable rates to those members of the crew wishing to be supplied with it. Recommends that the issue of tea and sugar to native seamen in foreign-going steamers or any vessels voyaging beyond the tropics should be made compulsory.

Report by the Government Solicitor, No. 1,126, dated 23rd October 1872.

Letter from the Secretary to the Chamber of Commerce, dated 25th January 1873.

Stating that the Chamber are in favour of the proposals made by the Shipping Master in regard to the issue of warm clothing and tea and sugar to native seamen voyaging beyond the tropics.

RESOLUTION.—A copy of these papers will be submitted to the Government of India, with recommendation that sanction may be given to the suggestions of the Shipping Master, which appear to be judicious, being carried out.

JOHN MACDONALD, Lieut.-Col.,
Secy. to Govt., Marine Dept.

To

The Shipping Master.
The Government Solicitor.
The Secretary, Chamber of Commerce.

APPENDIX H.

DANGER TO SHIPS IN HARBOUR FROM WANT OF BUOYS NEAR MALET SHELF.

No. 334 of 1872.

BOMBAY CHAMBER OF COMMERCE, *2nd December* 1872.

To the SECRETARY to GOVERNMENT, P. W. D., Bombay.

SIR,—The attention of the Committee of the Chamber has been directed to the fact that the rock, known as the Malet Shelf, which is in the fairway of the inshore navigation, and only dry at very low tides, is not marked in any way to indicate its position, and the consequence is that cargo boats frequently run upon it, thereby causing not only damage to boats, but running serious risk of damaging and losing cargo. It is further in evidence before the Committee that the shoals off Cross Island are very imperfectly marked.

The Committee trust it is only necessary to draw the attention of His Excellency in Council to these serious drawbacks to the safety of inshore navigation in the harbour, to have them remedied as promptly as possible.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX I.

NIGHT SIGNAL FOR THE CHINA MAIL.

No. 1725 of 1873.

BOMBAY CASTLE, *2nd May* 1873.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copies of the papers noted in the margin regarding a proposal for the institution of a night signal for the China Mail, and to request you will be so good as to favour Government with the opinion of the Chamber of Commerce thereon.—I have, &c.,

Letter from the Offg. Post Master General, Bombay, No. 5673, dated 11th April 1873, with enclosures. Memo from the Secy., Harbour and Pilotage Board, No. 123, dated 25th April 1873.

F. R. S. WYLLIE,
Actg. Under-Secy to Govt., Financial Dept.

No. 5673 of 1873.

POST MASTER GENERAL'S CAMP, *11th April* 1873.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I have the honour to forward, for the orders of Government, copies of a letter from the Secretary to the Harbour and Pilotage Board and of a memo. by the Post Master, Bombay, thereon.—I have, &c.,

J. MACFARLAN,
Offg. Post Master General.

No. 113 of 1873.

HARBOUR and PILOTAGE BOARD, *Bombay, 9th April* 1873.

To the POST MASTER, Bombay.

SIR,—With reference to your endorsement No. 5055, dated 4th instant, received on the 8th, I have the honour to inform you that the Harbour and Pilotage Board do not consider it advisable to institute any night signal for the China Mail, as it will be likely to create confusion and serious inconvenience by being mistaken for the English Mail.—I have, &c.,

H. MORLAND, Lieut. late I.N., Secy.

No. 5339.

Office Memo:

BOMBAY, GENERAL POST OFFICE, 10*th April* 1873.

FILE submitted in original for the information and orders of the Post Master General, Bombay.

If owing to no distinguishing signals the arrival of the China Mail steamers are not telegraphed to this office, there will be much delay in the issue of the mail.—I have, &c.,

E. C. GEORGE,

Offg. Post Master.

[True Copies.]

GOPINATH SUCCARAM,

Supy. Inspg. Post Master, for Offg. Post Master General.

No. 123 of 1873.

Report:

HARBOUR & PILOTAGE BOARD, *Bombay, 25th April* 1873.

The Board do not consider the China Mail of that importance to warrant the introduction of additional night signals that are liable to be mistaken for signals from

vessels in distress off the Port and likely to lead to delay and confusion in consequence.

By Order,
G. S. ROBINSON, for Secy.

[True Copies.]

F. R. S. WYLLIE,
Actg. Under-Secy. to Govt.

No. 123 of 1873.

BOMBAY CHAMBER OF COMMERCE, 10*th May* 1873.

To the UNDER-SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed by the Committee of Management of the Chamber to acknowledge the receipt of your No. 1725, dated 2nd instant, submitting certain papers regarding a proposal for the institution of a night signal for the China Mail, and requesting the opinion of the Chamber thereon.

In reply, I am to state the Committee concur in the opinion expressed by the Harbour Board that the China Mail is not of such importance as to warrant the introduction of additional night signals, liable to be mistaken and to cause serious confusion in consequence.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX J.

A LIGHT-HOUSE ON CAPE GUARDAFUI.

No. 421 of 1873.

BOMBAY CASTLE, *25th April* 1873.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—I am directed to transmit the accompanying copy of a letter from His Excellency Sir Bartle Frere, dated 10th January last, and of its accompaniments, on the question of the establishment of a Light-house on Cape Guardafui, and to request that His Excellency the Governor in Council may be favoured with the opinion of the Chamber of Commerce on the subject.—I have, &c.,

JOHN MACDONALD, Lieut.-Col.,
Secy. to Govt., Marine Dept.

No. 6.

H.M.Y. "ENCHANTRESS," OFF BRAVA, *10th Jan.* 1873.

His Excellency Sir P. E. WODEHOUSE, K.C.B., &c.

SIR,—I transmit herewith for your Excellency's information copies of a despatch and its enclosure, which I have this day addressed to the Secretary of State for Foreign Affairs.

The question of the establishment of a Light-house on Cape Guardafui to which it relates is one which cannot fail to be of interest to the Chambers of Commerce in Bombay, Calcutta, and Madras; and I would suggest that the opinion of those Chambers and of the Agents to the Peninsular and Oriental Company should be asked as to the utility of the proposed Light.—I have, &c.,

H. B. E. FRERE.

Copy of a Despatch to the Foreign Office, dated H. M. Y. "Enchantress," off Brava, 10th January 1873,—No. 6.

My Lord,—Enclosed is a copy of a letter from Captain Fairfax, R.N., which he has written at my request, regarding the want of a Light-house at the extreme point of Ras Asir or Cape Guardafui, which lies in the course of a great part of the trade, via the Suez Canal, and near which both winds and currents are exceptionally violent and irregular.

I can add, from my own recollection, two other cases to the wrecks mentioned by Captain Fairfax, which might have been avoided had a Light-house existed on the point.

The Somali tribes on the coast have a very evil reputation for treachery and violence. I have no doubt, however, the tribe in whose hands the Light-house will stand might be easily subsidized, through the President at Aden, and induced to protect and supply the Light-house Establishment which, however, should be as independent of the immediate neighbourhood as the Eddystone, and should be regularly visited from Aden.

As a point of refuge for shipwrecked mariners and boats crews, the value of the Light-house would be felt to a distance of many hundred miles of very inhospitable coast, and may prevent such catastrophes as the massacre of the boats' crew of H. M. S. "Penguin," which unhappily is by no means a solitary instance of suffering by boats' crews in distress in the neighbourhood of the Cape.

There may be diplomatic difficulties in the way of asking the Egyptian Government to light this point, as they have done in so many instances and so effectively in the Red Sea. I would, therefore, submit that the duty be undertaken by Her Majesty's Government in the event of the Admiralty and Board of Trade concurring in the views I have ventured to express.—I have, &c.,

H. B. E. FRERE.

Copy of a letter from Captain Fairfax, R.N., to Sir Bartle Frere, dated 10th January 1873.

Sir,—I have the honour to bring before your notice the great necessity for a Light being placed on Cape Guardafui (Ras Asir).

All vessels going from the Gulf of Aden to the East Coast

of Africa and *vice versa*, in either monsoon, pass within a very short distance of this prominent head-land, and ships from India to Aden and Suez are during the North-West Monsoon recommended to pass to the southward of Sokotra and between it and Cape Guardafui. The land extending for some miles to the southward of Cape Guardafui is covered with a light-coloured sand, and terminates in a high bluff point. As a current is always running along the East Coast of Africa with varied velocity, the weather being generally hazy, ships coming from the southward at night are seldom certain of their position, and, after passing the bluff point before-mentioned, are liable to take it for Cape Guardafui and bear up, in which case the vessel would most likely go on shore under the sand hills.

On passing Cape Guardafui a few days since, your Excellency may have noticed a wreck in this position, and eighteen months ago when I was in command of H. M.'s S. "Forte" we passed the wreck of a large steamer on the coast to the northward of Ras Hafau, and I was informed that this vessel had been lost in a voyage from Bombay to Aden.

Although I have never landed at Cape Guardafui, I have no doubt a Light might be so placed there, as to be seen by vessels passing up and down the Gulf of Aden, and also from the southward of the Cape.

I also beg to remark that since the Suez Canal has been opened, the number of steam vessels that pass this Cape have greatly increased.—I have, &c.,

H. FAIRFAX, Captain, R.N.

No. 146 of 1873.

BOMBAY CHAMBER OF COMMERCE, 13*th June* 1873.

To the SECRETARY to GOVERNMENT, Marine Dept., Bombay.

SIR,—I am directed by the Committee of Management of the Chamber of Commerce to acknowledge the receipt of your letter No. 421, dated 25th April (received on 3rd ult.), forwarding copy of a letter from His Excellency Sir Bartle Frere with accompaniments on the subject of the establishment of a Light-house on Cape Guardafui, and requesting the opinion of the Chamber thereon.

In reply, I am to state the Chamber is of opinion that a Light-

house placed on the extreme point of the Cape would be a very great benefit to all ships and steamers passing through the Straits of Babel Mandeb to the Bay of Bengal, or China, and indeed to all vessels and steamers bound to or from any of the Eastern ports with the exception of Bombay.

The Committee are informed that the weather on the African Coast in the vicinity of Cape Guardafui is generally very hazy, the land is frequently not discernible until a vessel is dangerously close to it, and extreme caution is necessary in approaching the Cape during the night, though the Cape may be said to be the point of landfall or departure for vessels and steamers on their voyage to and fro across the Indian Ocean.

The Committee believe there can hardly be any difference of opinion amongst nautical men regarding the expediency of placing a Light on Cape Guardafui.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX K.

GUMS AND RESINOUS PRODUCTS OF INDIA.

BANGALORE, *5th November* 1872.

To the PRESIDENT, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to enclose Railway Receipt for the marginally noted 10 lbs. samples of gums ordered by the Government of India in their No. 566 of the 7th November 1871, to be forwarded to the Chamber of Commerce with a view to opinion being obtained as to their market value.

1. Stick Lac.
2. Bili Dupa.
3. Kurri Dupa.
4. Babul.
5. Dindiga.
6. Ral.

2. Copies of this Office No. 242 F. of this day's date, to the Government of India, and its enclosure note on the six kinds of gum, are herewith sent for information.—I have, &c.,

R. H. SANKEY, Lieut.-Col., R.E.,
Secy. to the Chief Comr. of Mysore, P. W. D.

NOTES ON GUMS PROCURABLE IN MYSORE AND COORG.

BANGALORE, *5th November* 1872.

(1.) "STICK LAC."—This dye is produced in all the three Divisions of Mysore, but chiefly in that of Nundidroog. It is obtained from the incrustations made by an insect on the branches of several kinds of trees, chiefly on the "Vatica Laccifera." The lac insect thrives well in Mysore, and might by cultivation be raised to any extent on trees growing on barren soil which would otherwise yield no return. The price of this in Bangalore varies from Rs. 7 to Rs. 8½ per maund of 24 lbs.

No data exist for estimating the quantity procurable annually, as this product is collected in so many places by several petty contractors, but the supply in the province is

133543

large, and in the event of a brisk demand for it arising, would no doubt be considerably increased.

Bili Dupa, Rs. 7.
Kurri Dupa, Rs. 4-8.

(2.) "BILI DUPA" and "KURRI DUPA" are, the Conservator states, the produce of the Vateria Indica, a tree very abundant in parts of the Nuggur District of Mysore. At present there is no regular trade in this gum. The specimens were procured in Bangalore at Rs. 7 and Rs. 4-8 per maund. Should the gum be approved and the rates for which it may be sold in Europe communicated, endeavours will be made to stimulate the supply.

Dr. Oswald, the Superintendent of the Mysore Museum, thus speaks of the first kind, "Bili Dupa":—

"Its colour varies from light green to light yellow, resem-
"bling amber, and it is very hard. It is used as a fragrant
"resin in temples, and is the product of the Vateria Indica,
"a tree very abundant in the western jungles of Mysore,
"and could I believe be procured in large quantities."

Regarding the "Bili Dupa" the following notice is given of it in Colonel Yule's Marco Polo (Vol. II., page 332):

"Vateria Indica producing the Indian Copal, or Gum
"Anime of the English market.—The northern limit of
"this appears to be North Canara, but it is now exported
"from Bombay and might have been from Tanna. It is the
"Chloroxylon Dupada of Buchanan, and I imagine the Dupa
"or Incense Tree of Bheedi (Horti. Malab. IV.) The Hindus
"use it as incense, sometimes forming it into fragrant
"tapers. Garcias thinks it is the Cancanum of the an-
"cients. It is used as a substitute for pitch, and is pro-
"bably the *thus* with which Joseph of Cranganor says the
"Indian vessels are payed." If, Colonel Sankey observes, this Gum Anime be, as is presumed, of value in Europe, there is an abundant supply now procurable from the fine old avenues in Nuggur, planted as is generally understood in the time of Shivappa Naik, and will be very much greater in future as the Superintendent of Nuggur (Major Hay) has had young plants of the splendid "Dooputa," from which this gum is derived, planted along a great number of the new and old roads. "Kurri Dupa," Dr. Oswald says, is the product of the "Canarium Strickum" and not the Vateria Indica as stated by Captain Vansomeren. It is a very hard

resin with a blackish vitreous fracture. Mr. Broughton considers that it offers little chance of usefulness in Europe, as many better resins can be obtained in the market at a less price. It furnishes the "Black Dammer" used in India as bottling wax, &c.

(3.) BABUL GUM (from the Acacia Arabica), called in Canarese Jali Mara.—This tree is stated by the Conservator of Forests to be very abundant throughout the country and much prized by the ryots on account of its timber and allowed to grow over their fields, as its light foliage does the crops but little, if any, harm, and that although the supply is but small at present, it could be very largely increased were an active demand for it to arise.

The gum costs at Bangalore from Rs. 6 to Rs. 8 per maund of 24 lbs.

Dr. Oswald writes thus :—Babul is the product of the Acacia Arabica, which grows abundantly all over the country, often in very strong soil and in black cotton soil, where other trees will not grow (as at Hurrihur). It is commonly met with in the bazaar and is used in all our hospitals as a substitute for "Gum Arabic," but it is inferior to that imported from England, which is the product of the Acacia Vera, whose habitat is Arabia and Egypt. There is a fine specimen in the Mysore Museum from Hurrihur, where the tree is abundant : it is of a pale straw colour and has been carefully collected. Another specimen in the Museum from Toomkoor is of a very dark colour from impurities. As met with in the bazaar it shows evidence of being carelessly collected. Dr. Oswald considers that with greater care in its collection the quality could be much improved.

(4.) DINDIGI GUM, the produce of the Conocarpus Latifolia, sells in Bangalore at Rs. 4 to Rs. 5 per maund of 24 lbs. and difficult to procure in a pure state ; but the source of supply is very large, the tree being reported by the Conservator of Forests very abundant in portions of all three of the divisions of Mysore.

Dr. Oswald considers this gum inferior to "Babul" gum.

(5.) RAL, says the Conservator, is produced on the Shorea Robusta in Coorg, and as the demand for it is small,

very little is done in the way of collecting it, although the tree is common in the South Coorg jungles. Dr. Oswald states that he has no specimen of this gum resin in the Museum and has never himself seen any, but that O'Shanghnessy says it constitutes the "Dammer" of the Bengal bazaar, that Beddom says this tree, the "Shorea Robusta," does not grow in the south of the Madras Presidency, and that the supply obtainable from Coorg must in his opinion be too limited to be of much use.

Regarding Ral (Shorea Robusta) the Chief Commissioner presumes with Dr. Oswald that the supply of it must be very limited.

Dr. Balfour in his "Timber Trees of India" observes that the tree is said to grow in the Palghat (query Balaghat) mountains and to a limited extent on the west coast. Colonel Sankey observes that he never heard of the Sal in this part of India, and that if Captain Van Someren, the Conservator, be correct, its propagation as a timber tree, quite apart from the production of gum, would be most valuable, and that as regards Dinduga (Conocarpus Latifolia) gum the only notice he finds of it in Buchanan's Mysore is in speaking of the Bangalore market in A.D. 1800, where he observes (Vol. I., page 142) :—"The Dindûga gum might be "had to the extent of two or three hundred maunds or from "of 4,850 lbs. to 7,275 lbs. a year."

The tree is no doubt found widely spread in the province as noted by Captain Van Someren, especially in the Kankanbully Jungles.

Dr. Oswald in concluding his remarks, from which extracts have been given above, thus writes :—

"I wish to take this opportunity of bringing to notice the "tallow known as 'Gamboge Butter,' and which I believe "would prove of considerable commercial value.

"The Gamboge tree grows extensively in Mysore, and a "large supply could be obtained. The tallow is obtained "from the seeds of the Gambogo tree by boiling, and is used "by the poorest classes in cooking; it would be likely to "prove valuable for lubricating purposes. Some years ago "I sent a cooly load of it down to the Agent of the Madras "Railway Company for trial as lubricant, and it was well

"reported on, but the uncertainty of the supply prevented "any demand for it.

"With the special Forest Agency which now exists, how-"ever, perhaps a supply could be more easily obtained."

R. H. SANKEY, Lieut.-Col., R.E.,
Secy. to the Chief Comr. of Mysore, P. W. D.

No. 338 of 1872.

BOMBAY CHAMBER OF COMMERCE, 12*th December* 1872.

Messrs. SMITH, FLEMING, & Co., Leadenhall St., London.

DEAR SIRS,—I have the pleasure to advise you that, under instructions from the Committee of the Chamber, I have forwarded through your friends here, Messrs. W. Nicol and Co., by the P. and O. Co.'s steamer Golconda, three cases marked S. F. and Co., 1 to 3, as per enclosed Bill of Lading, containing samples of Gums, Resins and Vegetable Oils, regarding which full particulars will be found in the accompanying list.

These samples were sent to the Chamber from the various districts in India specified in the list, by order of the Government of India, in order that the Chamber might report to that Government as to their commercial value.

The Government of India have been informed that no report on these products given here would be of any value, but that the Committee would forward the samples to a mercantile firm in London in a position to obtain reports on them from the leading brokers and dealers in this description of produce.

The Committee accordingly desire me to request you will do them the favour, to submit portions of the various samples, at your early convenience after their receipt, to such brokers or others as you consider best qualified to give opinions, and to forward to the Chamber such reports as you may receive in order that we may transmit them to the Government of India.

Of the gums and resins we have retained here about a pound weight of each sort out of the quantity received, but the tin packets containing vegetable oils are forwarded in the exact state in which they came to hand.

The Government of India in the new Department of

Agriculture, Revenue, and Commerce issued about a year ago a very elaborate report on the gums and resinous products of India, and it is to be hoped that with care and research some new and valuable articles may by this means be added to the list of Indian exports.

* * * * * * * *

—I remain, &c.,

JAMES TAYLOR, Secretary.

List of Contents of three Cases of Samples of Gums, Resins, and Oils forwarded by the Bombay Chamber of Commerce to Messrs. Smith, Fleming, & Co., London, for opinion and report.

S. F. & Co., ‡‡ 1 ‡‡—

Contains one packet, in Canvas, marked.

N. W. Provinces, *Simli* .....Zizyphus Flexuosa, extracted from the tree of the same.

N. W. Provinces, *Lac*.....Prepared principally from the "Ficus Religiosa" and the "Indica": vernacular names, respectively, "Pepul" and "Bur" in these Provinces.

S. F. & Co., ‡‡ 1 ‡‡—

Mysore, *Stick Lac*	One packet, in Canvas, marked.		
Mysore, *Bili Dupa*	Do	do	do.
Mysore, *Kurri Dupa*	Do	do	do.
Mysore, *Babul*	Do	do	do.
Mysore, *Dindiga*	Do	do	do.
Mysore, *Ral*	Do	do	do.

S. F. & Co., ‡‡ 2 ‡‡—

One Tin Packet, each, marked.

Burmah, *Oil*.....English (Dipterocarpus tuberculatus).
Kany in („ „ latus).
Thitsa (Melanorrhea glabra).
Podonk (Pterocarpus Dalbergioides).
Thayet (Mangifera Indica).

S. F. & Co., ‡‡ 2 ‡‡—

One packet, in Canvas, marked.

Burmah, *Resins* .....Thingan (Hopea odorata).
Tingyoo (Pinus Khasyana).
Do (Pinus Massoniana).

Oudh, *Catechcr*	One packet, in Canvas, marked.		
Mandla, C. Provinces, *Resin*	Do	do	do.
Mandla, C. Provinces, *Gum*.....	Do	do	do.

S. F. & Co., ‡‡ 3 ‡‡—

BERAR, *Local name Dowra*	.....One packet, in Canvas, marked Conocarpus latifolia.	Botanical name,
BERAR, *Mobeen*	.....One packet, in Canvas, marked, Oodina Wodier.	
BERAR, *Chironji*	.....One packet, in Canvas, marked, Buchanania latifolia.	
BERAR, *Karrai*	.....One packet, in Canvas, marked, Sterculia urens.	

No. 350 of 1872.

BOMBAY CHAMBER OF COMMERCE, 30*th December* 1872.

To the UNDER-SECRETARY to GOVERNMENT of INDIA, Department of Agriculture, Revenue, and Commerce, Calcutta.

SIR,—In reference to the request made in your letter of 20th ult. that reports might be sent to you on the various samples of gum, &c., forwarded to this Chamber for report, I have the honour to inform you that I have forwarded to England, Overland, under instructions from the Committee of Management, three cases containing the samples of Gums, Resins, and Vegetable Oils received from Burmah, Oude, N. W. Provinces, Central Provinces, Berars, and Mysore, in order that the various samples may be reported on by the produce brokers and merchants most competent to give opinions thereon.

These reports shall be duly forwarded to you for the information of the Government of India as soon as they come to hand. I am further to state, for the information of the Government of India, that no opinions could be obtained here in this country on the samples that would be of value. —I have, &c.,

JAMES TAYLOR, Secretary.

No. 267.

CALCUTTA, 11*th February* 1873.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 30th December 1872, I am directed to forward, for the information of the Chamber of Commerce, copy of a Despatch from Her Ma-

jesty's Secretary of State for India, No. 19, dated 31st December 1872, and of Dr. Forbes Watson's Memorandum summarizing the results of the examinations made in England to ascertain the value of Gums and Resins received from the North-Western Provinces, the Central Provinces, Burma, and Hyderabad.—I have, &c.,

J. GEOGHEGAN,
Under-Secy. to the Govt. of India, Dept. of Agr., Rev., and Com.

No. 19.

INDIA OFFICE, LONDON, 31*st December* 1872.

From H. M.'s SECY. of STATE for INDIA to the GOVT. of INDIA.

I have received and considered in Council your Excellency's Despatch, dated August 19th (No. 18) 1872, requesting that reports on the market value of gums and resins from the North-West Provinces and Hyderabad may be obtained; and forwarding specimens, together with reports on the annual quantity that can be supplied from each province.

2. The gums and resins referred to in your Excellency's Despatch have been submitted for valuation to two brokers and two gum merchants; and I herewith transmit a summary of the results of their examinations, together with a report upon the subject by Dr. Forbes Watson.

16*th December* 1872.

The gums and resins alluded to in letter No. 18, India, Revenue Forest Department (1872), have been received as follows:—

FROM THE N. W. PROVINCES	"Simli" gum of *zizyphus flexuosa.*
	"Lac" from *ficus religiosa* and *ficus Indica.*
FROM THE CENTRAL PROVINCES ...	"Dhawa" gum.
	"Dammar of *Shorea robusta.*
FROM HYDERABAD	Dhowra gum of *Conocarpus latifolia.*
	"Mohin" gum of *Oodina Wodier.*
	Chironji gum of *Buchanania latifolia.*
	"Karrai" gum of *Sterculia urens.*
FROM BRITISH BURMA.....	"Thingan" resin of *Hopea odorata.*
	"Tingyoo" turpentine from *Pinus Khasyana* and *Pinus Massoniana.*

These have been submitted for valuation to two brokers and

two gum merchants, the result of whose examinations are summarized below :—

Samples.	Broker—No 1.	Broker—No. 2.	Merchant—No. 3.	Merchant—No. 4.
"Simli." *Zizyphus flexuosa*, North-Western Provinces.	Low Arabic pickings; on value.	Arabic, dark, inferior, at 5 per cwt.	Very dark, dirty, and blockty, hardly pay freight and charges.	Black, dark, quite unsaleable.
"Dowra." *Conocarpus latifolia*, Hyderabad.	Inferior gum Arabic, drossy, weak, at 15 per cwt.	Arabic ghatty gum, at 22-6 to 25 per cwt.	Low Arabic kind, partially soluble, at 10 per cwt.	Mucilaginous, weak, 50 per cent. insoluble of clean, at 15 per cwt.
"Karrai" *Sterculia urens*, Hyderabad.	Low Tragacanth or Hog, partly insoluble, at 30 per cwt.	Tragacanth, Hog, large at 45 per cwt.	Hoggy, Tragacanth, at 30 per cwt.	Tragacanth kind, insolable.
"Mohin." *Oodina Wodier*, Hyderabad.	Gum Arabic kind, too low for this market.	Arabic Hoggy, mixed, at 25 to 30 per cwt.	Similar to Chironji, but more pulpy, at 10 to 15 per cwt.	Mucilaginous, with viscid insoluble matter, little or no value.
"Chironji." *Buchanania latifolia*, Hyderabad.	Inferior gum Arabic, part insoluble and foul, at 25 per cwt.	Tragacanth and Arabic mixed, dark, at 25 per cwt.	Inferior Acacia type, fairly soluble, at 15 to 20 per cwt.	Similar to Mohin, darker and with more bark.
"Dhawa." Central Provinces.	Too low for this market.	Arabic or ghatty, dark, inferior, at 15 per cwt.	Lower kind of "Dowra," at 5 per cwt.	Similar to "Dowra," but more dark; unsaleable.
"Thingan." *Hopea odorata*, British Burma.	Low crusty copal; would not pay charges.	Dammar, middling, small, pale, at 25 to 30 per cwt.	Low soft copal, resembling common Manilla, at 20 per cwt.	Copal similar to Lisbon copal, at 30 to 40 per cwt.
"Sal." *Shorea robusta*, Central Provinces.	Low crusty copal; would not pay charges.	Copal, resinous, drossy, at 15 per cwt.	Weak firable resin, at 5 per cwt.	Copal similar to Manilla copal, at 18 per cwt.
"Lac." From *ficus religiosa* and *ficus Indica*.	Small dusty, at 40 per cwt.	Dusty, mixed, at 40 per cwt.	Fair colour, medium quality, at 70 per cwt.	Small, dusty, pale, at 70 to 80 per cwt.

By reference to these reports it will be noted that the Simli gum obtained from *Zizyphus flexuosa* is of such dark colour and inferior quality as not to be saleable in this market at a price to pay freight and charges. The "Dhawa" gum from the Central Provinces obtained but a little better report, and it may be presumed that this quality would not pay for export.

The remaining gums, "Dowra" from *Conocarpus latifolia*, Mohin from "*Oodina Wodier*," and Chironji from *Buchanania latifolia*, may all be accepted as representing a low

class of Arabic gum, and as such may be compared in price with that gum in this market. Broker No. 2 rates these three above-named kinds at from 22-6 to 30 per cwt.; the market price of Turkey gum gedda at the same date being about 25*s.* per cwt. Hence it will be seen that the "Dowra," Mohin, and Chironji gums sent for report may be entered as equal in price and quality to Turkey gum gedda.

If the price quoted by the Officiating Deputy Conservator of Forests at Hyderabad as that for Dowra gum, namely, £14 per ton, be accepted as the normal rate, then from £10 and upwards remains to pay freight and charges and secure a profit upon consignments to this country. This is the conclusion which the reports justify us in forming. It is worthy of notice that these samples of gums are not so good as they might have been, had more care been exercised in their collection. All the samples are more or less drossy and mixed with pieces of bark. The gum itself is subject also to selection, since the separation of the brown from the white pieces would raise the value of the latter. The market value, it may fairly be presumed, would be augmented considerably by the gum being cleaner picked, and the browner portion separated from the whiter, the latter only being exported.

The Karrai gum, obtained from *Sterculia urens*, belongs to a different class, namely, that a low Tragacanth, and the sample sent is valued at from 30 to 45 per cwt. This again would be increased in value if picked over, and the brown pieces excluded. The pale gum thus left would probably approximate more nearly to the price of Hoggy Tragacanth, of which the present value is about 70*s.* per cwt.

The two resins are of a very low quality, and that of the Sal *Shorea robusta* would scarcely pay to export to this country. The Thingan from *Hopea odorata* is small and valued at from 20 to 40 per cwt. Its nearest allies in the London market are common Manilla and Lisbon copal, the value of which respectively are about 28 and 37 per cwt. The market value of this resin in British Burma is stated (Despatch No. 20 of 1872) to be about 4*d.* per lb. If so, it would be useless to send it to this country to compete with Manilla copal, 3*d.*, and Lisbon copal at 4*d.* per lb.

"Lac" is so well known in the market as not to call for any special remarks, except that the present sample is

valued by the brokers at 40, and the merchants at 70 per cwt. The principal objection urged against it is that of its being "small and dusty."

The crude turpentine from British Burma has been very favourably reported upon. It is the produce of *Pinus Khasyana* and *Pinus Massoniana*, the market rate being about 4*d.* per lb. in Burma. The reports of the two firms to which the sample was submitted for valuation are No. 5: "We have submitted the crude turpentine to the trade, and have their report to the effect that it appears to be of very fair quality. We estimate the market value would be from £12 to £14 per ton." No. 6 "have carefully examined the sample of rough or crude turpentine and found the quality to be fine and equal to any ever imported from the United States, where the distillation for this market, and that of the Continent (Bordeaux excepted) is carried on; crude has ceased to be an article of import. There was not any in 1872, 1871, 1870, or 1869, whereas twenty years ago it was a great trade; the nominal value of sample before us would be 13*s.* 6*d.* per cwt."

Manifestly, if the value in Burma of this turpentine is about 4*d.* per lb., or 37 per cwt., and its value here is only from 12*s.* to 14*s.* per cwt., it would be far better to rely upon home consumption.

The only gums, therefore, which could be sent to this country with any chance of profit or success (in so far as the present reports help us to an opinion) are gums of the Acacia kind, and probably also the Tragacanth. Resins of the copal kind, as shown by Mr. Broughton (No. 794, 30th June 1868), would have to compete in this market with the best copals, and therefore could hardly realise remunerative prices. It would be well if samples of other good soluble gums were sent over for report, taking into account what has already been suggested as to picking it more carefully, so as to exclude the fragments of bark, and sorting from it the darker pieces. The gums of *Acacia Arabica*, *Acacia catechu*, *Feronia Elephantum*, and *Azadirachta Indica*, if clean and pale, and can be had in quantity, should be valued, for which purpose 10 lbs. of each would suffice. Mixed gums containing pieces differing in solubility, or including bark and other foreign substances, should not be

placed in competition with the cleaner and more homogenous gum Arabics of the London market.

FORBES WATSON.

Nos. 262 to 265.

Copy forwarded for information and guidance to the Government of the N. W. P., Chief Commissioner of the Central Provinces, Resident at Hyderabad, Chief Commissioner of British Burmah.

By Order of the Governor General in Council,

J. GEOGHEGAN,

Under-Secy. to the Govt. of India, Dept. of Agr., Rev., and Commerce.

BOMBAY CHAMBER of COMMERCE, *20th Feb.* 1873.

To J. GEOGHEGAN, Esq., Under-Secy. to the Govt. of India, Dept. Agr., Rev., and Com., Calcutta.

SIR,—I am directed by the Committee of Management of this Chamber to acknowledge with thanks your letter of 11th instant, together with copies of a Despatch from H. M.'s Principal Secretary of State for India, accompanied by a summary of the opinions given in England on the samples of Gums and Resins forwarded there for report.

The Committee regret to observe the unfavourable character of the reports generally, as summarized by Dr. Forbes Watson, in reference to which reports they offer no opinion; they cannot in the circumstances expect reports of a more favourable character on the samples sent home through this Chamber, but the reports, whatever may be their character, will be laid before the Government of India as soon as possible after receipt.—I have, &c.,

JAMES TAYLOR, Secretary.

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17 & 18, LEADENHALL ST., LONDON, E.C., *10th Jan.* 1873.

To JAMES TAYLOR, Esq., Secretary to the Chamber of Commerce, Bombay.

DEAR SIR,—We have the honour to acknowledge receipt of

your favour of 12th ultimo, enclosing, at the request of your Chamber of Commerce, bill of lading for three sample cases of Gums and Vegetable Oil.

We shall have much pleasure in carrying out your instructions as to obtaining reports from the leading brokers and dealers in these descriptions of produce, and forwarding the same to you as soon as received.

We thank you for copies of memoranda regarding the Gums procurable in Mysore and Coorg, and trust that some at least of these may be found practically of value, and become regular articles of commerce.—We have, &c.,

SMITH, FLEMING, & Co.

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17 & 18, LEADENHALL ST., LONDON, E.C., *28th Feb.* 1873.

To JAMES TAYLOR, Esq., Secretary to the Chamber of Commerce, Bombay.

DEAR SIR,—Referring to our letter of the 10th ultimo, we beg to advise that the sample cases of Gums and Vegetable Oils arrived in due course, and we now enclose Messrs. John Griffin and Sons' report on the Gums. These we only received late to-day, and therefore must defer any remarks on it until next mail. With regard to the samples of Oil and Resin, before reporting on these, our Oil-broker desires first to take the practical judgment of one or two of the trade as to their possible value as articles of commerce.—We have, &c.,

SMITH, FLEMING, & Co.

LONDON, *28th February* 1873.

Messrs. SMITH, FLEMING, & Co.

GENTLEMEN,—We have examined the undermentioned

goods, and beg leave to hand you a report and valuation of the same, viz.:—

Overland Samples.

Mark.		Value about per cwt.
N. W. P., *Lac*	Sticklac, if less dusty and woody would be worth	s. 50
Mysore, *Sticklac*	Very small and dusty, apparently soluble	50
Mysore, *Bili Dupa*	Sort of Gum Dammar, part rather dark.	35 to 40
Mysore, *Kurri Dupa*	Dark, rough black and woody, Gum Lac of no value in this market.	
Mysore, *Babul*	Sort of Gum Arabic, very rough and dark, apparently soluble, worth about 5s. to 10s. per cwt. If carefully selected and free from wood it would be a more marketable article.	
N. W. P., *Seemli*	Very low, dark, rough kind of Gum Arabic, insoluble and of no value.	
Berar, *Kurrai*	Gum Arabic, insoluble, valueless.	
Mysore, *Dindiga*	Gum Arabic, very woody. If better selected and free from the bark and dross it might bring about 30s. per cwt. A portion however is insoluble, rough, horny, glassy kind. We enclose sample No. 1, soluble; No. 2, insoluble.	
Berar, *Dowra*	Rough horny Gum, very foul, but partly soluble	10
Berar, *Chironsee*	Gum Arabic, very rough, but partly soluble	5 to 10
Berar, *Moheen*	Very rough Gum Arabic, but a small portion could be selected out so as to realize 40s. per cwt. A large portion of no value being insoluble.	
Mundla, *C. P.*	Rough, dark, and woody Arabic, mostly insoluble, of doubtful value.	
Oudh, *Catechu*	A sort of Cutch, but very foul. If separated from the dirt and dross would be of good quality, but as it is would be difficult of sale	10

17 & 18, Leadenhall St., London, E.C., 13*th Mar.* 1873.

To James Taylor Esq., Secretary to the Chamber of Commerce, Bombay.

Dear Sir,—We have now the pleasure to enclose our Broker's report on the samples of Resin and Oils forwarded

to us by your Chamber. With regard to the various specimens of Gums, on which we sent you report by the mail of the 28th ultimo, we beg to advise that we are endeavouring to obtain the opinion of a dealer in these articles as to the value of some of the samples which appear to us most likely to become articles of commerce.—We have, &c.,

SMITH, FLEMING, & Co.

LONDON, 11*th March* 1873.

Messrs. SMITH, FLEMING, & Co., Leadenhall Street.

DEAR SIRS,—With reference to the Samples from India—

The sample of Rosin marked "Mysore" is of good quality, and worth about as much as French Rosin of similar colour, the present price of which is 9s. to 9s. 6d. per cwt. The samples marked "Mundla C. P." and "Thingan" are rather inferior, and valued at 1s. to 2s. per cwt. less than the "Mysore."

The Crude Turpentine marked "Tinggoo Rosin" is of good quality. We have been without arrivals, either from America or France for years, Turpentine being now universally refined in the producing countries; on this account it is difficult to estimate the exact value of the "Tingoo Rosin," but, as near as we are able, it is worth 12s. to 16s. per cwt.

With regard to the "Oils," the samples marked "Kanyin Oil" and "Eng Oil" we have had carefully analyzed and refined, and they turn out *not* to be of valuable properties, being gummy, and not of lubricating power (similar in quality to our Rosin Oils), and worth in their present state say about £8 to £10 per ton, and if refined, and of pale colour, £12 to £15 per ton. The other samples, of low quality and black, marked respectively "Thayel," "Thitsee," and "Padouk" Oils, are gummy and sticky; we have not been able to get any reliable information as to their value, but we do not anticipate that they are likely to find a remunerative sale here.

No. 74 of 1873.

BOMBAY CHAMBER OF COMMERCE, *4th April* 1873.

To the UNDER-SECRETARY to the GOVERNMENT of INDIA, Department of Agriculture, Revenue, and Commerce, Calcutta.

SIR,—Referring to my letters of 30th December 1872 and 20th February last, I have now the honour, by direction of the Committee of Management of this Chamber, to forward herewith, for the information of His Excellency the Viceroy in Council, copies of letters from Messrs. Smith, Fleming, and Co., London, together with copies of the reports made to them on the samples of Gums, Resins, and Oils, received by the Chamber under instructions from the Government of India, which the Chamber forwarded to London in order to have the same carefully reported on.

In handing up these reports to the Government of India, the Committee desire me to express their regret at their unfavourable character. Something of this may be due to the very rough manner in which the various samples were prepared, but they fear the Gums are too inferior in quality to become profitable articles of export to Europe. —I have, &c.,

JAMES TAYLOR, Secretary.

SIMLA, 13*th May* 1873.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 4th ultimo, forwarding a report upon the market value of specimens of Gums and Resins from different provinces in India, and to convey the thanks of the Governor General in Council for the trouble that has been taken by the Chamber of Commerce in this matter, and for the valuable information which has been supplied to the Government of India.

2. The report which has now been received will be published for general information.—I have, &c.,

C. J. LYALL,
Offg. Under-Secy. to the Govt. of India, Dept. of Agr., Rev., and Com.

No. 136 of 1873.

BOMBAY CHAMBER OF COMMERCE, *26th May* 1873.

Messrs. SMITH, FLEMING, & Co., 17 and 18, Leadenhall Street, London, E.C.

DEAR SIRS,—I had the pleasure to receive in due course your esteemed favours of 28th February and 13th March with reports on the Gums, Oils, and Resins, received by the Chamber from the Government of India, which were forwarded to you in December last, to have the same fully reported on; and I am now directed by the Committee of Management to tender you their best thanks for the trouble you have taken in getting reports so full and informing on the samples that were sent.

I transmitted to the Government of India complete copies of your letters and reports on the articles in question, and have now the pleasure to annex copy of a letter received from the Government of India in reply a few days ago.

It appears that the Government of India had itself forwarded to H. M.'s Principal Secretary of State for India a selection of samples for report similar to those sent to you through the Chamber, and I enclose for your information a printed copy of the summarised report sent from the India Office to the Government of India, of which report a few copies have been sent to the Chamber.

The report is rather discouraging, but evidently the whole of the samples were very badly prepared, and it is to be hoped some benefit to trade will yet result from the efforts made by the Revenue and Commerce Department to bring to the notice of the commercial world some of the articles of Indian produce hitherto so much neglected.—I remain, &c.,

JAMES TAYLOR, Secretary.

APPENDIX L.

MILDEW IN PIECE-GOODS.

SHANGHAI GENERAL CHAMBER of COMMERCE, *26th Dec.* 1872.

To the CHAIRMAN of the BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—The Committee of this Chamber beg to hand you herewith copies of a letter on the subject of Mildewed Goods, which has been addressed to the Manchester Chamber of Commerce, and to request the co-operation of your Chamber in support of the representations contained therein.—I have, &c.,

WALTER PEARSON, Secretary.

SHANGHAI, *17th December* 1872.

To the CHAIRMAN of the MANCHESTER of COMMERCE, Manchester.

SIR,—The attention of this Chamber has for some time past been specially directed to the widespread deterioration by Mildew of Cotton Piece-goods imported to this country from Manchester. In view of the heavy losses which have been recently incurred from this cause by those concerned in the trade, I offer no apology in bringing to the notice of the Committee of your body a subject which possesses, in addition to a general interest, a direct importance to the manufacturer, no less than to the merchant.

The existence of an abnormal growth of a substance resembling mould, disfiguring to the appearance, and often seriously injuring the texture of cotton cloths,—principally Grey Shirtings and T. Cloths, brought to this country, the outer packages of which show no signs whatever of contact

with salt or fresh water, or undue dampness of any kind,—has been no recent discovery.

The evil, however, was seldom heard of until after the outbreak of the American Civil War, when it become very prevalent, concurrently with a more free use of East Indian Staple in Lancashire, and an increasing and unfavourable disproportion between the cost of the raw material, and the price to be obtained for the cloth.

Losses in 1864-65 from this cause were very large. The cloth was not only often found to be discoloured with black and yellow spots, but in many cases its texture had become rotten, the injury being principally apparent at the folded edges of the pieces, though it was by no means confined to the external folds. Reclamations, for the most part unsuccessful, were at that time made upon the Manufacturer through the buying or packing Agents, and owing either to the general attention which was directed to the question, or more probably to the altered conditions of the trade itself, damage by Mildew, though not altogether unknown, became subsequently less notorious until within the last two years, when it has presented itself in a still more aggrevated form. Towards the end of 1871, parcel after parcel of Grey Shirtings, principally if not wholly consisting of second and lower qualities, were rejected by the Chinese buyers as "spotted," and during the year now elapsing, the evil has become so general that, in September last, it was estimated that 75 per cent. of the entire stock of Grey Shirtings and T. Cloths in the place were unmerchantable as sound goods. The trade in fact was completely disorganized.

Sales by auction without reserve, or by private contract with all faults at heavy reductions from the market price, were of daily occurance, and were rendered necessary by the rapid deterioration which much of the cloth was obviously undergoing. The injury has been found to prevail most extensively in the "fair" to "ordinary" qualities of 7 and 8¼ lbs. Grey Shirtings, and 6 and 7 lbs. T. Cloths, though in the better makes it frequently occurs in lesser degree. In the heavier qualities of both Shirtings and T. Cloths Mildew is seldom if ever observed.

The Committee of this Chamber are unable to conceal their conviction that the cause of the deterioration is to be

found in a defect inherent in the cloth itself, originated in the course of manufacture, and, though positive proof cannot at present be adduced, negative evidence of a very suggestive character is forthcoming, which tends to show that this defect arises from the use of "size" in undue quantity, and of a nature deleterious to the fabric. This "size," there is reason to believe, is employed to work up inferior Cotton, and to increase the weight of the cloth. In this connection the circumstance is significant—though the Committee would regret to lay undue stress upon it—that, as was the case in 1864-65, the evil has become prominent at a time when the value of the manufactured article is unduly low compared with the cost of Cotton.

The reclamations of exporters have hitherto been principally met by the testimony of Chemists, whose certificates have been brought forward to show that nothing deleterious to Cotton textile fabrics has been discovered either in the specimens of "size" produced by the Manufacturer, or in the pieces of Cotton cloth returned by the exporter. It is almost needless to say that the certificates of Chemists, which merely state that the tests applied show in the "size" they have examined, no cause for the damage sustained, are not satisfactory. There may be, and probably are, destructive qualities in the "size" which elude chemical analysis, and though various suggestions as to the cause of the evil have from time to time been made by Manchester Agents, these suggestions have not stood the test of critical examination.

They have been somewhat to the following effect:—

The action of undue heat in vessels' holds, and especially in those of iron steamers via Suez.

Exposure to undue heat or dampness during storage, abroad.

Contact with sea or fresh water.

Inferior packing.

The Committee in expressing their confident opinion that the origin of the damage is not to be traced to any one of the foregoing causes, are not unaware that Mildew may be, and probably is, sometimes stimulated by special atmospheric and other conditions, which are favourable to its development. But in order to find an efficient remedy for its injurious consequences, the evil must be traced to its source,

and the Committee are prepared to furnish evidence in support of the following propositions.

Mildew is not the result of damage by salt or fresh water or external dampness of any kind. It occurs in goods, the canvas wrappings of which are perfectly clean and unstained, the interior tarpaulin not having lost its sheen, while the brown paper coverings have not been affected by dampness, and retain their original gloss. These conditions are incompatible with the supposition that moisture has penetrated from the outside.

It does not *originate* in the manner of packing, for goods have been found damaged in the most extensive degree, in the best as well as in the most inferior packages.

It is not due to want of ventilation in the holds of vessels, steam or sailing; the damage having been found to occur in goods which arrive in the best, as well as in the worst, ventilated holds, after short and long passages, round the Cape and via Suez Canal.

It is not due to length or character of storage in China, for Mildew exists in goods imported in steamers via Suez, and which have been examined immediately after arrival.

The following facts have also an important bearing upon the solution of the question.

The bales badly affected by Mildew are generally found to be heated internally, sometimes to such an extent that even in summer a thermometer placed in the centre of a newly opened package has been found to indicate a rise in temperature of over 10 degrees of Fahrenheit. In one instance brought to the notice of the Commitee, viz., on the 5th June last, the rise indicated in two minutes was from 71 degrees to 88½ degrees. The inference to be drawn is that fermentation was going on.

The interior of bales has been often found so damp that palpable moisture has exuded from the cloth; the exterior wrappings being all the time dry and uninjured.

After fermentation has ceased, decomposition to a greater or less extent would appear to occur. The cloth, in cases where the injury has been small, becomes spotted sometimes with black, at other times with yellow discolouration, but in the worst cases it is made tender and rotten, a white powder being frequently removable from the threads.

I submit that if these facts be authenticated, they exclude the supposition of the damage being occasioned between the periods when the goods have been packed and when they reach the consumer. The enquiry into the cause of the evil should therefore be limited to the circumstances of manufacture and preparation for packing.

In urging upon your Chamber the advisability of instituting such an enquiry, it is not the intention of this Committee to enter into either the legal or the moral bearing of the question as between the Manufacturer, the packer, and the merchant; though it cannot be denied that the responsibility for the losses which occur through the deterioration of the goods after inspection by a skilled Agent, and in the transportation of which every reasonable precaution has been taken, is not one which should properly fall either upon the merchant or the consumer. A few general observations, however, upon the results of the recent extensive importations of unsound goods will not be out of place.

The first effect is, that large quantities of cloth are forced off at reduced and irregular prices, by which means the tone of the market is lowered, and the value even of sound goods is depreciated. Bales are no longer, as once was the case, accepted unopened, on the faith of the sample, but the wrappers have to be cut into, in order that the condition of every package may be ascertained. The inconvenience, delay, and loss arising from this practice must be too obvious to need to be pointed out. The trouble and waste of time entailed by the necessity of minute inspection, the frequent re-sales of rejected parcels, and the uncertainty as to the completion of any sale until full examination of the contents of packages has been made,—all present a positive burden on the trade. The destruction of the packages, moreover, is a loss to the native merchant, who can never again pack his goods so securely for inland transport. And more important perhaps than all, is the fact that the confidence of native dealers and merchants in foreign goods is shaken; for they are no longer secure of carrying their purchases to the end of a long journey in a merchantable condition. Such general want of faith in the soundness of foreign Cotton goods must tend to render them unpopular among the Chinese. And considering that foreign imports, though cheaper, have great difficulty, even under favourable

circumstances, in competing with the more durable native manufacture, the trade is not in a position to bear any additional burden.

Although, therefore the first losses from Mildew fall upon the importing merchant, while the Manufacturer appears to escape altogether, yet such an unequal and unfair distribution of the responsibility cannot continue, if for no better reason than that the magnitude of the losses will soon put it beyond the power of merchants to bear them, were they ever so willing. But it requires no argument so show that the state of things now complained of must materially diminish, the trade in Cotton goods, or what amounts to the same thing, check its natural increase, a result which must be of equal importance to the interests which your Chamber represents, as to those of the China merchants.

The Committee do not hesitate to claim your prompt and active co-operation in a strict and satisfactory investigation into the causes of Mildew, as well as into the most efficacious means of providing a remedy for a crying evil, affecting not only the interests of the most important branch of British industry, but also the honour and reputation of British Commerce.—I have, &c.,

T. B. JOHNSON, Chairman.

No. 30 of 1873.

BOMBAY CHAMBER OF COMMERCE, 18*th February* 1873.

To the SECRETARY to the MANCHESTER CHAMBER of COMMERCE, Manchester.

SIR,—The Bombay Chamber of Commerce has received a communication from the General Chamber of Commerce at Shangai handing printed copies of a letter which the Chairman of that Chamber has addressed to your Chamber on the subject of Mildew in Cotton Piece-goods.

This subject was very thoroughly investigated by a Sub-Committee of the Bombay Chamber in 1865; and all that has since occured in reference to Mildew confirms in the opinion of the Committee of Management the views set forth in that report and the evidence which accompanied it.

As there are still a few copies on hand of this report, I

am desired to forward to your address six copies for the information of your Chamber and to express the hopes of the Committee that the Manchester Chamber will co-operate with the Chambers of Commerce in the East in endeavouring to remedy an evil affecting so injuriously the principal article of British Manufacture imported into India and China.—I have, &c.,

JAMES TAYLOR, Secretary.

CHAMBER of COMMERCE, MANCHESTER, 24*th May* 1873.

To JAMES TAYLOR, Esq., Secretary, Bombay Chamber of Commerce, Bombay.

DEAR SIR,—I have the pleasure of forwarding, for the information of your Chamber, six copies of the report of the Committee, which was appointed by this Chamber, to inquire into the causes of Mildew on shipment of Cotton goods.—I have, &c.,

THOS. BROWNING, Secretary.

APPENDIX M.

STATISTICS OF MOVEMENT OF PIECE-GOODS AND YARNS ON THE G. I. P. AND B. B. & C. I. RAILWAYS.

No. 148 of 1873.

BOMBAY CHAMBER OF COMMERCE, 18*th June* 1873.

To the MEMBERS of the CHAMBER of COMMERCE, Bombay.

GENTLEMEN,—The Committee of Management having arranged with the G. I. P. Railway, through the good offices of the Auditor, Mr Barnett, for the preparation of Statements showing the quantity of English and Country Piece-goods and Yarns forwarded from Bombay, on both the North East and South East lines of Railway, I have now, by their direction, the pleasure to forward herewith, for your information, a printed statement* of the movement of Piece-goods and Yarns on the G. I. P. Railway from the 1st January to 26th April 1873. It is intended to continue the issue of these statements to members monthly; and the statement for the month of May will be issued shortly.

Arrangements will also be made for the publication of statements of the movement of the same description of goods on the Bombay, Baroda, and Central India line.—I have, &c.,

JAMES TAYLOR, Secretary.

* Not re-printed here.—Secy. B. C. C.

APPENDIX N.

MUTUAL ALLOWANCE ON COTTON SOLD TO ARRIVE.

No. 320 of 1872.

BOMBAY CHAMBER OF COMMERCE, *9th November* 1872.

To the SECRETARY to the COTTON BROKERS' ASSOCIATION, Liverpool.

SIR,—I am desired by the Committee of Management of this Chamber to express the satisfaction with which the members have learned from telegrams received here that it has been arranged to introduce in Liverpool the system of "mutual allowance" on cotton shipped from Bombay and sold to arrive.

The system in question was recommended by this Chamber to the support of the Liverpool Brokers' Association, more than three years ago, as likely to encourage the export of a superior class of cotton from this port; and the Committee of Management feel confident that if the system about to be initiated be carefully carried out, the best result will flow from it.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX O.

REDUCTION OF RATES FOR PIECE-GOODS AND YARNS ON THE G. I. P. RAILWAY.

G. I. P. RAILWAY CHARGES ON PIECE-GOODS.

(Correspondence between the Hon'ble Mr. Bythell and Mr. Conder.)

Another matter in which Bombay has hitherto had anything but fair treatment, is that of Railway charges. At the last meeting of the Legislative Council I took advantage of the opportunity, when we were discussing the question of burdens on trade, to point out that the excessive G. I. P. Railway charges are a fearful drag on our import trade. Mr. Conder, the Company's General Traffic Manager, wrote to me soon afterwards, under the impression that I referred only to the through traffic via Jubbulpore, and pointed out that the through rates had been lowered. This letter led to some correspondence between Mr. Conder and myself on the subject, and gave me an opportunity of showing how exorbitant all but their through competitive rates are. In his last letter on the subject Mr. Conder however states, I am glad to say, that there will shortly be a very considerable reduction in the G. I. P. Railway rates of carriage for piece-goods and yarns. Your Committee also took advantage of the visit here of Sir Bartle Frere to ask him to use his influence with the G. I. P. Board at London to obtain a reduction, and he promised to introduce our late Deputy Chairman, Mr. Macalister, who was then just going to England, to the board; but from what Mr. Conder tells me, Sir Bartle Frere's kind offices will in all probability not be needed, a very considerable reduction having been already almost, if not quite, decided on. Of course in this matter it is of no use appealing to Government, except for assistance in inducing the board to make a reduction. We mentioned, you may remember, the matter in our memorial to the Viceroy, and he said all he could do was to write and urge the board to accede to our request. Several merchants having expressed a wish to see the correspondence, I asked Mr. Conder if he had any objection to the letters being made public, and as he has kindly given his consent, perhaps you would like to hear them read now. Although I knew that the G. I. P. local rates—that is to say, all rates except those to places where the East Indian and Madras Railways could compete—were very heavy, I was surprised to find the case on investigation to be so very bad.

No. 3,417.

BOMBAY, 17*th February* 1873.

MY DEAR MR. BYTHELL,—In the report of the discussion at the Legislative Council upon the Port Trust Bill, published in the *Bombay Gazette* of Friday the 14th instant, you are stated to have said in speaking of the piece-goods trade of Bombay that—

"Up to a short time ago the charges on the G. I. P. Railway were so high, as compared with those of the East Indian Railway, that goods could be sent from Calcutta to Jubbulpore, and some considerable distance on the G. I. P. Railway, before the rates were equalized."

And then further on in the same speech the report states that you said—

"But all these are minor considerations compared with the great one—the difference in the Railway charges, which is so enormous that the trade of Bombay in Manchester goods is steadily decreasing, while that of Calcutta is steadily increasing."

The two remarks would appear to some extent to contradict each other; and I feel sure that there must be some mistake either in the report of what you did say, or you must have spoken upon incorrect information; for if you will take the trouble to refer to this Company's "Rate and Fare Book," published on the 1st June last, you will find that the rates for piece-goods therein quoted show that there is no difference whatever between the Railway charge from Bombay to Jubbulpore and that from Calcutta to Jubbulpore; that there is no place on the G. I. P. Railway to which anybody can send piece-goods for less Railway charge from Calcutta than it would cost to send them from Bombay; and that for piece-goods from Bombay to places on the East Indian Railway, the G. I. P. Co.'s charge is at the same rate per mile as that of the East Indian Railway.

The rates quoted in the Rate Book referred to had been in force for some months before that book was published, and they are still adhered to.

It would seem to be only right that the facts should be known, especially as the report of your statement is likely to be commented upon in various quarters.—Yours faithfully,

HENRY CONDER,
General Traffic Manager.

BOMBAY, 27*th February*.

MY DEAR MR. CONDER,—I am in receipt of your letter of 17th instant, asking whether the report of a speech I made in the Legislative Council [from which you quote two extracts] was correctly given in the *Bombay Gazette* of 14th idem.

The report was, I believe, quite correct; although the whole of what I said was not reported. At first sight there is, as you remark, a seeming contradiction in the two extracts to which you

draw my special attention; but I think I can show that what I said was justified by the facts of the case.

I know that your rates to Jubbulpore were lowered in November 1871, and that to some other stations on your line you also made special rates, in order to prevent the anomaly of Calcutta goods being sent to those stations as cheaply as goods from Bombay. I referred to this fact briefly at the meeting of Council, and at the same time mentioned that the change in rates was only made after the mercantile community had agitated the question for a long period, during which, first the Agent of your Company in India, then the Government of Bombay, and finally, the Secretary of State for India had been appealed to and urged to endeavour to induce your directors to remove the injustice under which Bombay was labouring.

The second extract given by was not intended to refer specially to the rates to Jubbulpore, or you to places on to the East Indian line or those stations in favour of which you have made special exemptions; but to the general and well known fact, that your charges for piece-goods, taken as a whole, are really enormous, compared with the general charges levied by the East Indian Railway.

Take first the very example you give, Jubbulpore. You say your rates to Jubbulpore are the same as by the East Indian from Calcutta to that place—granted, but then Jubbulpore is only 616 miles from Bombay, whereas it is distant from Calcutta 784 miles, I know that you have the expensive ghaut haulage, but then you calculate that as representing only 20 additional miles in the journey to Jubbulpore; add these 20 miles to the actual distance from Bombay to Jubbulpore, making it 636 miles, and still you make Calcutta to be 148 miles further than Bombay from Jubbulpore. Therefore, as regards Jubbulpore, the advantage which Bombay ought from her geographical position to enjoy is quite nullified by your high rate of carriage. The disadvantageous circumstances in which Bombay is placed in competing for the Jubbulpore trade appear, however, very insignificant when we look at your charges for carrying goods to other places. The nearer we come to Bombay the higher the charges. Piece-goods are, I find, now taken from Bombay to Jubbulpore, a distance of 636 miles, where you have to compete for Rs. 2-2-10 per maund, but where there is no competition you charge the same rate for carrying the same class of goods only 260 miles. To prove this statement, I take Myjee, which, in your published lists, is entered as 261 miles, rate for piece-goods Rs. 2-2-11.

Nagpore and Jubbulpore compete for the trade of the districts surrounding those cities. Now Calcutta can send goods to Jubbulpore, a distance of 784 miles (I understand you to say), for the same rate as that charged from Bombay to Jubbulpore (*i.e.*, for Rs. 2-2-10 per maund), whereas your published rate from Bombay to Nagpore, a distance of only 540 miles, is Rs. 5-1-0 per maund. I think I may therefore state with perfect fairness that your excessive charge to Nagpore places both that city and Bombay in a very unfair position as compared with Jubbulpore and Calcutta in

regard to supplying the districts south of Jubbulpore. Those districts ought, in the natural order of things, to be supplied by Bombay through Nagpore, and would be so supplied, if it were not for the protection given to Calcutta by your prohibitory rates. Compare your charge of Rs. 5-1-0 for only 540 miles carriage of piece-goods with what the East Indian Railway does for the same amount. Their goods tariff book, published this month, gives the rate from Howrah to Delhi, a distance of 1,006 miles, as only Rs. 250 per 100 maunds, say Rs. 2-8-0 per maund for 1,006 miles, against your charge of Rs. 5-1-0 for 540 miles.

According to the East Indian tariff book abovementioned, the rate from Calcutta to Allahabad is Rs. 1-8-0 per maund, and the distance is 629 miles. Allahabad is thus stated to be 89 miles further from Calcutta than Nagpore is from Bombay, but I take Allahadad as affording the most convenient comparison.

Calcutta sending piece-goods to Allahabad pays Rs. 1-8-0 per maund, Bombay sending piece-goods to Nagpore pays Rs. 5-1-0 per maund, difference Rs. 3-9-0 per maund. The piece-goods that have the largest consumption are Shirtings, weighing 8½ lbs. These goods come out in bales containing 50 pieces and wieghing gross about 440 lbs. Taking these bales of 8¼ lbs. Shirtings as a fair standard, *we find that Bombay has to pay Rs.* 19 *more for sending a bale of piece goods to Nagpore* (540 *miles*) *than Cacutta pays for sending a bale to Allahabad* (629 *miles*).

Or put into tons, and we have Calcutta to Allahabad (629 miles) ..... Rs.	40	15	0
Bombay to Nagpore (540 miles) ..... ,,	138	4	0
Difference per ton in favour of Calcutta ..... ,,	97	5	0

In order to show how enormously exorbitant this difference of Rs. 97-5-0 is, I only need point out that the P. and O. Company are now bringing goods from Liverpool to Bombay (including landing at Alexandria, railway carriage through Egypt and re-shipping at Suez) at the rate of 40 shillings per ton of 40 cubic feet. Goods are compressed now so tightly at Manchester, that a ton of 40 cubic feet weighs nearly 20 cwt., but, in order to be quite safe, I take the ton weight as exceeding the ton measurement by 50 per cent., and we then have—

Bombay to Nagpore ..... Rs.	138	4	0
Liverpool to Bombay by steamer and Egyptian transit ..... ,,	30	0	0
Difference ..... ,,	108	4	0

I remember that when the Bombay Chamber of Commerce first appealed to your Agent, and pointed out that Calcutta was positively supplying places on your line with goods, he gave as one reason for the anomaly, his opinion that port charges were greater at Bombay than at Calcutta. Doubtless, an addition of an anna or two a bale in landing charges would help to swell the total, and might happen to be the "last straw" on the back of poor Bombay; but I think I can show you that it is almost absurd to speak about port charges being obstructive, so long as your Railway charges remain so excessive.

The whole cost of landing a bale of piece-goods in Bombay (including boat hire, crane fee, and bunder fee) is now seven annas per package.

Compare that with the excess in Railway carriage to Nagpore over the rate charged for a similar distance on the East Indian Railway.

Excess of Railway charge	Rs.	19	0 0
The whole cost of landing	,,	0	7 0

Freight to Calcutta from England is dearer than to Bombay, and it cannot therefore be said that anything in our port charges, or in the difference between the cost of sending goods from England to the Bombay railway station as compared with the cost of sending them to the Calcutta railway station, is affecting the piece-goods trade; whereas, I think, you will admit, after reading this letter that your enormous "local rates" must be the main cause of the stagnation now prevailing here. It can be seen from statistics that high prices for piece-goods at once curtail the consumption in India, and it stands to reason, therefore, that the present prohibitory rates for carriage of goods from Bombay to the interior must have a most prejudicial effect on the trade.

I am much obliged to you for having given me the opportunity of writing this letter; and I hope you will, now that your attention is drawn to the subject, give the merchants your valuable assistance in endeavouring to remove the unfairness of which they justly complain.—Yours faithfully,

J. K. BYTHELL.

No. 4,590.

BOMBAY, *4th March* 1873.

MY DEAR MR. BYTHELL,—I am much obliged for your note of the 27th ultimo, and am sorry that the public report of your speech at the Council does not fully convey what you intended. From the report the general question of the rates to places on our railway other than Jubbulpore and stations beyond was not involved, and it was to that point alone that I purposely restricted my letter to you of the 17th ultimo, because I was not anxious to enter into a general discussion of the matter, but simply wished to call attention to the actual fact which the report of your speech made to appear as different to what existed. But the position of "poor Bombay," brought about as you imply by the action of this Company in the matter of these rates is not, according to your own letter, nearly so bad as compared with Calcutta, as you put it; because, admitting that Jubbulpore and Nagpore are centres from which the districts round them would be supplied, in the natural order of things, with piece-goods, if, as you say, Calcutta can send these goods to Jubbulpore, I only need reply why should not Bombay send their goods to Jubbulpore? And by both routes there is no difference of rate. In other words, there is no necessity for Bombay to send their goods (other than those for Nagpore)

itself to Nagpore, any more than there is for Calcutta to send theirs to Nagpore, and at the common point, Jubbulpore, the rates are even. For Nagpore itself there is no benefit in Railway charge in favour of Calcutta.

There are, of course, places between Nagpore and Jubbulpore at which the existing state of things would put Jubbulpore in a more favourable position than Nagpore, but then Jubbulpore is in the same position with respect to Bombay, as it is with respect to Calcutta; and if for other general reasons which are considered to be sufficient, we do not see the way to reduce the rates generally for these goods throughout our line; it does not seem to me quite proved that the Bombay merchants have very much ground of complaint as regards the competition with Calcutta, seeing that, as you admit, we have not put them in a worse position than in Calcutta. The Railway freight cannot therefore be rightly said to be the cause of the decrease of the Bombay trade and consequent increase of the Calcutta trade. The other point to which you have referred as to the more general question is, of course, a very important one, and has not been overlooked during the last two or three years; but, as you know, we have thought it unnecessary to make any alteration. So far as I am concerned, however, it shall now again be made the subject of most careful considerations.—Yours faithfully,

HENRY CONDER,
General Traffic Manager.

No. 5,314.

BOMBAY, 14*th March* 1873.

MY DEAR MR. BYTHELL,—Referring to my letter No. 4,590 of the 4th instant, and to our previous correspondence as to the piece-goods rates, I find that when enquiry was made early in February of some merchants at one of the places on this Railway as to why they got some of their piece-goods from Calcutta rather than from Bombay, they said that they could buy, for instance, sheetings at less prices in Calcutta than they could in Bombay. They stated that a piece of Grey Sheetings, 8 lbs. 45 inches, could be bought in Calcutta for Rs. 5-10-0, whereas it cost in Bombay Rs. 6-2-0, and that another piece, 7 lbs. 45 inches, cost Rs. 5-2 0 in Calcutta and Rs. 5-8-0 in Bombay. This was stated with reference to a place on this Railway where the Railway rate for the heavier weight is three annas nine pies from Bombay, and seven annas six pies from Calcutta, so that the merchants saved four annas and three pies per piece by purchasing in Calcutta; and in the case of the 7 lbs. Sheeting, the Railway charge from Bombay is two annas six pies as compared with six annas from Calcutta, making a difference in favour of Calcutta in that case of two annas six pies. With respect, therefore, to that article it is quite clear that the Railway rate has nothing to do with its route to any place on this Railway,—Yours faithfully,

HENRY CONDER,
General Traffic Manager.

BOMBAY, 1*st May*, 1873.

MY DEAR MR. CONDER,—I have been so much occupied of late in various ways that I have had to leave your letter of 4th March last a long time unanswered.

On further consideration, I still do not feel inclined to admit that my speech conveyed a different meaning from the one intended. The remarks to which you referred were made with a view to showing that, although a bunder fee varying from two to four annas per bale, undoubtedly, is an additional burden, it is nevertheless impossible to argue that bunder fees are having an appreciable effect in curtailing the trade in piece goods so long as merchants have to pay such enormous charges for the carriage of goods by your Railway into the interior, and I venture to think that the facts I laid before you in my last letter quite justified me in making the statement at the meeting of Council.

You argue that Bombay is not unfairly treated as regards Jubbulpore and Nagpore, because she can send goods to Jubbulpore at the same rate per maund as that charged by the E. I. R. from Calcutta to Jubbulpore; but you thus quite ignore the fact referred to in my last letter, of Bombay being 148 miles nearer than Calcutta is to Jubbulpore. Your argument is therefore that, although Bombay is admittedly deprived of the advantage which from her geographical position she ought to possess in competing with Calcutta in the Jubbulpore market, still the fact of the charge for Railway carriage to Jubbulpore being the same both from Calcutta and Bombay removes all ground for complaint. You will, I hope, pardon me if I point out that you might with equal force have argued that no injustice was done to Bombay by allowing, as you formerly did, goods from Calcutta to be sent a long distance from Jubbulpore up your own line, paying your excessively high rates, before the rates from Bombay and Calcutta were equalized. Suppose, for example, the rate per maund had then been the same from Bombay as from Calcutta to Kundwa, you might on the principles now adopted have said—"Kundwa is in the same position with respect to Bombay as it is with respect to Calcutta, and, if for other general reasons which are considered to be sufficient, we do not see the way to reduce the rates for these goods generally throughout our line, it does not seem to me that the Bombay merchants have very much ground of complaint as regards the competition with Calcutta, seeing that, as you admit, we have not put them in a worse position than those in Calcutta."

But therein lies, I think, the point at issue—we are put in a worse position, because, although Bombay is much nearer than Calcutta is to Jubbulpore and Nagpore, yet you will not carry goods over the shorter distance for a lower rate per ton than the East Indian charges for bringing the same kind of goods over the longer distance from Calcutta.

I am, however, very glad indeed to hear that you intend giving the local rates tariff your careful consideration. The comparison I gave in my last letter shows that some change is urgently needed, and may justly be demanded.

If all the carriers through whose hands first the raw material, and afterwards the manufactured goods, passed before they were delivered to your Company, were equally exorbitant in their charges, your line would not get much piece-goods traffic ! ! Your charge for carrying 8¼ lbs. Shirtings from Bombay to Nagpore is about eight annas per piece, and is therefore, as a friend pointed out to me lately, more than 10 per cent. of the value of the goods in Manchester.

At this moment 8¼ lbs. Shirtings can be bought in Manchester at 9-6 per piece.

Your letter of 14th March states that merchants at one of the places on your Railway informed you that they bought goods at Calcutta because they could get them at a cheaper rate there than at Bombay, and, as examples, you refer to certain makes of "Sheetings." (The word "Sheetings" is a mistake, your friends meant "Shirtings.") At times, of course, some special article of cotton manufacture may, from temporary scarcity, sell at a higher price in Bombay than at Calcutta, but the enclosed list, compiled from the Bombay Chamber of Commerce weekly price list, and from Reuter's telegraphic quotations, will show that, taking a series of years, Bombay gets lower prices than Calcutta for the staple articles of Indian consumption.—Yours faithfully,

J. K. BYTHELL.

No. 11,726.

BOMBAY, 18th *June* 1873.

MY DEAR MR. BYTHELL,—I have to thank you for your letter of the 1st of May, to which I have not troubled you with any reply, because the question of the rates for piece goods was under consideration.

I have now the pleasure to say that it is decided to make some considerable reductions, which will be brought into force in the course of a few weeks. I hope that they will be found to be such as will satisfy the merchants, and secure to Bombay, in the course of time, the bulk of the piece goods traffic for India.—Yours faithfully,

HENRY CONDER,
General Traffic Manager.

ALTERATION IN THE RATES FOR PIECE-GOODS, TWISTS, AND YARN.

GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 23*rd July* 1873.

To JAMES TAYLOR, Esq., Secretary Bombay Chamber of Commerce.

DEAR SIR,—I have the pleasure to enclose lists of the

charges for the conveyance of piece-goods, &c., from Bombay or Byculla to all stations of this Railway for local traffic, and to the junctions at Jubbulpore and Raichore with the East Indian and Madras Railways, for through traffic with those Railways and connected lines. Further information will be given in the Rate and Fair Book, which is to be issued about the 1st proximo, and of which copies shall be sent you in due course.

Kindly acknowledge receipt of the enclosures, and much oblige yours faithfully,

H. CONDER,
General Traffic Manager, G. I. P. Railway.

BOMBAY CHAMBER OF COMMERCE, 28*th July* 1873.

H. CONDER, Esq., General Traffic Manager, G. I. P. Railway, Bombay.

DEAR SIR,—I have the pleasure to acknowledge the receipt this day of your favour of 23rd instant, together with two copies each of three printed sheets of "Rates per maund for Piece-goods, Twist, and Yarn between Boree Bunder or Byculla to all stations of the G. I. P. Railway for local traffic, and to the junctions at Jubbulpore and Raichore with the East Indian and Madras Railways, for through traffic with those Railways and connected lines." And I beg to return you, on behalf of the Committee of the Chamber, their best thanks for the same.

I note that further information will be given in the Rate and Fair Book, which you hope to publish about the first proximo, copies of which you kindly promise to send, when ready.—I remain, &c.,

JAMES TAYLOR, Secretary.

APPENDIX P.

REVISION OF THE EXISTING TARIFFS EXPORT AND IMPORT.

GOVERNMENT PAPERS REFERRING TO CUSTOMS DUTIES.

Re-printed by the Bombay Chamber of Commerce for the use of its Members.

No. 3562.

EXTRACT from the Proceedings of the Government of Bombay in the Revenue Department,—dated 23rd June 1873.

READ the following Papers:—

THE CALCUTTA IMPORT TARIFF.

No. 171-c, dated Fort William, the 1st April 1873.

From T. B. LANE, Esq, Secretary to the Board of Revenue, Lower Provinces, to the SECRETARY to the Government of Bengal, Revenue Department.

I AM directed to forward copy of a memorandum by the Collector of Customs, pointing out certain changes which are called for in the tariff as last fixed by Act XIII. of 1871.

2. The member in charge agrees generally in the recommendations made by the Collector. The following remarks refer more specially to those points in which he differs somewhat. In regard to the first article noticed, beads, the present classification has on several occasions caused difficulties: those engaged in the trade contending that the class should be determined by the mode of packing, whilst the Collector recommends a standard of size only. Mr. Money agrees with the Collector.

3. Corks for vials should be separately assessed at a value of 8 annas per gross.

4. Concerning cotton piece-goods, Mr. Money considers a change to be necessary, though he does not agree with the Collector that longcloths and T. cloths should be charged at 11 annas per lb. It is true that by fixing a value in the tariff, disputes as to a varying market value are wholly avoided; but the values of such articles differ so considerably at the several ports in India governed by the one Tariff Act—as for instance, in the case of T. cloths, which, though of the same length and size, have been lately import-

ed into Calcutta of a very superior texture to those before imported at this port, and, Mr. Money understands, also much superior to the T. cloth imported under that head at Bombay—that he would prefer to remove T. cloths to the head of "other sorts," and assess them *ad valorem*. He is also inclined to recommend the same as to longcloths, but does not feel equally cerain on that point. Grey Dhooties should, Mr. Money thinks, be left as they are, as he learns that their value depends very much on the kind of border attached to them, there being no uniformity of value dependent on the nature of the fabric itself.

5. Under the present head of "jewellery," article 24, the descriptions of "silverware, plain and embossed," have, in the practice of the Custom House, been held to apply to silver from China and Japan only; plate from England having been hitherto shown as "plate of all other kinds." Mr. Money considers this distinction to be bad, and would therefore add the words "other than Europe," as proposed by the Collector. The heading "jewellery" also requires to be clearly defined, as a doubt has arisen whether precious stones when set should pay duty. Mr. Money considers that they should not.

6. The Collector appears correctly to propose that liqueurs be taxed at Rs. 3 the imperial gallon, both on the ground of their strength, and of their general use by a class of consumers who can well afford to pay the higher duty. Under the same article in the tariff, spirits call for a much higher tax. In the Excise Administration Report for 1870-71, a rate of Rs. 4 per gallon was proposed, and Mr. Money desires me now to repeat this recommendation, on the ground of the higher value of imported spirit as compared with country-made spirits, and of the advantage of thus keeping out the lower and unwholesome kinds of inferior brandy.

7. There is no doubt that the altered circumstances of the iron trade call for a revision of all the fixed tariff values of that metal. So great a rise in value has occured in the last two years, that an average of six years, as taken by the Collector, would be too low, and Mr. Money would raise the valuation to a rate somewhat less than the average for the last twelve months, open to further revision at the end of twelve months more. In regard to iron nails, Mr. Money does not agree with the Collector, and would leave them at their present rate.

With reference to the proposed re-valuation of iron goods, Mr. Money is of opinion that the valuations of the tariff should always be correct. At the same time it is not to the interest of Government or the public that any additional tax should be imposed on the introduction into India of such a useful metal as iron, or that the importer and consumer should have to contend against not only enhanced prices at home, but a higher duty here. Mr. Money would therefore recommend a reduction of the rate of duty to a figure below 1 per cent.

8. The proposed alteration in the rate of European canvas seems unnecessary.

9. Whale fish oil under article 31 of the tariff requires some alteration, though not to the great extent proposed by the Collector, who would increase the assessment by more than 450 per cent.

10. Article 35 need not be interfered with; but Mr. Money agrees that after article 37 an additional article of "plated ware" should be inserted, article 24 being in practice held to apply to silver ware only.

11. The Collector's recommendation that duty should, where possible, be assessed on quantities, instead of on value, does not meet with Mr. Money's approval. The distinctive character of the tariff table, which now enables both the merchants and the Government to watch the variations in value, would be entirely lost, and the convenience of the Custom House clerks can be equally secured by their keeping an additional table for themselves.

12. In addition to the Collector's memorandum, I am to call attention to my letter No. 185-c of the 9th April 1872, and to point out again the advisability of exempting from duty all raw material for dyes. There are other formal changes to be made in the existing tariff tables, to bring them into full accordance with the recent separate orders of the Government of India, such as the orders concerning flour, punjum silk, English printed country silk, corahs, wheat.

13. It appears to Mr. Money that it has been sufficiently shown in the above remarks that there is a great necessity for revising the tariff. This work cannot, however, be satisfactorily performed save by a committee, in which each of the principal Indian ports is properly represented. With reference therefore to my recent letter No. 142-c of the 19th March 1873, in which the revision of the Customs Act has been suggested, Mr. Money recommends that one representative committee be appointed for the complete revision of the tariff and customs law of India.

No. 132.

Memorandum on the revisions necessary in the Tariff.

I have the honour to suggest that the following alterations and additions should be made to Schedule A, Act XIII. of 1871 :—

2. In all cases in which average values for six years are given, the duty and trade discount has been deducted.

IMPORTS.

Item 4—*Beads.*—The terms "seed and common" to be expunged and three classes substituted according to sizes fixed by the Board of Revenue, as suggested in the Collector's report No. 15, dated 6th January 1873.

Item 6—*Candles.*—The rate for parafine to be reduced from 8 annas to 5 annas per lb.

Item 11—*Corks.*—A separate rate should, I think, be fixed for vial corks, of which a considerable quantity is imported and on which the present tariff rate presses very heavily. The average value of such corks is about 6 annas per gross.

Item 12—*Cotton Piece-goods, Grey.*—I would suggest that longcloths and T. cloths be put into the higher class and charged with duty on a valuation of 11 annas per lb. This change is necessary, as there is no real difference between a longcloth and a shirting, and the class of T. cloths imported here has changed considerably since the present rates were fixed, the cloths imported now being woven from much finer yarns than those which formerly came to this market. *Vide* Collector's letter No 450, dated 19th July 1872.

Grey Dhooties.—There is now a large importation of these goods, and the prices have, I think, become sufficiently settled to warrant the fixing of a rate of value.

I would recommend that they should be divided into four classes as follows:—

1. *Dhooties, Shirting,*	3. *Dhooties, Mull,*
2. ,, *Jaconet,*	4. ,, *hand-loom,*

and that the following rates should be fixed for classes 1 to 3, respectively:—

Shirting, per lb. 13 Annas.
Jaconet, ,, 1 Re.
Mull ,, Re 1-4 Annas; the fourth class (of which the importation is small) should pay duty *ad valorem.*

Item 13—*Drugs.*—The average price for six years past of the undermentioned articles would appear to warrant some increase in the tariff rate of valuation.

Alum.—Tariffed at Rs. 3 8 per cwt., average price Rs. 4-9 per cwt.

Brimstone.—Tariffed roll, at Rs. 6 } per cwt., average price
,, rough ,, 4-8 } Rs. 6-9 per cwt.

Cassia Lignea.—At Rs. 38 per cwt., average price Rs. 50 per cwt.

The average price for the same period for *crude camphor* has been Rs. 47-7, which is Rs. 2-9 per cwt. *less* than the tariff rate.

Quinine.—A considerable quantity of this medicine is now imported, and I think a tariff rate should be fixed for it. Rs. 3-8 per oz. would, I think, be a fair valuation.

Item 14—*Dyeing and Colouring Materials.*—The average price for the past six years for sapan wood is Rs. 5-7 per cwt.: this article is tariffed at Rs. 3 8 per cwt.

Item 21—*Hides and Skins.*—I would suggest a tariff rate of Rs. 30 per dozen for roan skins, of which there is a considerable importation.

Item 24—*Silverware, plain and embossed.*—The words "other than Europe" to be inserted, silverware of European manufacture being, as a rule, much more valuable.

Jewellery.—After the words "precious stones" the word "unset" to be inserted, as duty is levied on precious stones set in jewellery under Section 3, Act XIII, 1871, they being component parts of the jewellery.

Item 26.—*Liqueurs*, and all mixed, sweetened, or perfumed spirits,

of which the strength cannot be ascertained by the hydrometer, should, I think, be treated as proof spirits and taxed at Rs. 3 per imperial gallon. As a matter of fact, such spirits are usually considerably over-proof. Liqueurs are used as a beverage, and eau-de-Cologne can also be so used.

Item 29—*Metals.*—*Building materials of iron* to be included in the sub-head "beams, pillars, &c.," in conformity with Government notification No. 3851, *India Gazette*, page 6, dated 2nd January 1869.

Iron, flat, square, and bolt, including Scotch, is tariffed at Rs. 80 per ton; the averege price for six years is Rs. 91-14 per ton.

Iron, hoop, plate and sheet.—Tariffed at Rs. 100 per ton; average price for six years Rs. 117-8 per ton.

Iron, round rod, British.—The words "not exceeding" to be substituted for the word "under." As the wording at present stands, there is no rate for iron exactly half an inch in diameter.

This iron is tariffed at Rs. 80 and Rs. 105 per ton. The average price of all kinds for the last six years is Rs. 117-8 per ton.

Iron, Swedish.—Tariffed at Rs. 120 per tons; average price for the past six years Rs. 132-8 per ton. I would suggest that a rate should be fixed for galvanized iron; Rs. 11 per cwt. would, I think, be a fair valuation.

Pipes of iron should also, I think, be added to the list of iron manufactures to be taxed at 1 per cent. only *ad valorem*.

Iron Nails.—I think the word "common" should be inserted in this sub-head, and that another sub-head for "nails, other sorts," *ad valorem*, should be introduced.

Horse shoe Nails are worth from Rs. 40 to Rs. 70 per cwt., and many other nails are worth much more than the tariff rate, which is fair for the ordinary common makes.

Spelter.—Tariffed at Rs. 11 per cwt.; average price for the past six years (hard and soft) Rs. 12-13 per cwt.

Tin Block.—Tariffed at Rs. 45 per cwt.; average price for the past six years Rs. 59-8 per cwt.

Tin Plates.—Tariffed at Rs. 12 8 per cwt.; average price for the past six years Rs. 13-8 per cwt.

Item 30—*Naval Stores—Europe Canvas.*—I would suggest that with a view to save loss of time in calculating the excess on each bolt, this should be tariffed at 6 annas, per yard, instead of Rs. 15 per bolt of 40 yards.

Item 31—*Oils—Whale Fish.*—"Excepting spermaceti" should, I think, be inserted after these words, *spermaceti oil* being worth at about Rs. 5 per gallon.

Item 34—*Painters' Colours—Vermillion.*—Tariffed at Rs. 80 per box; average price for the past six years Rs. 88-4.

Item 35—*Perfumery.*—I would suggest the introduction of the words "other than perfumed spirits."

After item 37 I would suggest that a heading "plated ware" should be introduced.

Item 39—*Provisions.*—The rate for flour to be altered from Rs. 25 to Rs. 15 per sack or barrel of 200 lbs., in conformity with

Government Notification No. 707, *India Gazette*, page 116, 27th January 1872.

Item 45—*Silk.*—Rate for punjum and cutchra to be altered from Rs. 1-12 to Rs. 1-4 per lb., in conformity with Government Notification No. 844, *Calcutta Gazette*, page 214, 12th February 1873.

Item 47—*Spices.*—Black peper is tariffed at Rs. 14 per cwt.; the average price for the three kinds imported (Singapore, Penang, and Malabar) for the past six years is Rs. 19 per cwt.

After item 49 I would suggest that the heading "tallow and grease" should be inserted. This heading was formerly in the tariff, but was expunged apparently because it was thought that the articles came under the head of "railway materials, other sorts; but a good deal is imported for other than railway purposes, and its classification under the head of "railway materials" leads to unnecessary disputes with importers.

Generally I would suggest that the system of assessing duties should be altered, and that in all cases where such a course is practicable, duty should be levied on quantity instead of at a percentage upon a fixed value. Thus crude camphor, instead of paying 7½ per cent. on a valuation of Rs. 50 per cwt., to pay duty Rs. 3-12 per cwt. This system would simplify the tariff very much for importers, and would save a great deal of calculation by the Custom House clerks.

Of course, the system of percentages would have to be retained for many articles, such as haberdashery, but such a system as I have suggested might be applied to all goods for which rates of value have been fixed.

J. A. CRAWFORD,
Collector of Customs.

No. 1281.

CALCUTTA, REVENUE DEPARTMENT, CUSTOMS, *9th May* 1873.

COPY of this correspondence submitted to the Government of India, in the Financial Department, with reference to the concluding paragraph of the Board's letter, for consideration with my communication No. 1209, dated 24th April 1873.

By order of the Lieutenant-Governor of Bengal,
H. J. S. COTTON,
Offg. Asst. Secretary to the Govt. of Bengal.

Memorandum from the Government of India, No. 822, dated 6th June 1873.

COPY forwarded to the Governments of Bombay and Madras for report, with an intimation that the Customs Law cannot conveniently be amended at present.

RESOLUTION.—Copies to be forwarded to the Commissioner of Customs and the Commissioner in Sind for report, after consultation with the Chambers of Commerce.

Ordered that copies of the above be forwarded to—

The Commissioner of Customs and Opium.
The Commissioner in Sind.

F. S. CHAPMAN,
Chief Secretary to Government.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 16*th August* 1873.

To JAMES TAYLOR, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—With reference to the intimation conveyed in my letter of the 15th February, I am directed to acquaint you that this Chamber is about to place itself in communication with the Government of India, suggesting the appointment of a Commission for the revision of the Customs tariffs for imports and exports; and my Committee will be glad to learn if your Chamber will co-operate in the endeavour to obtain that inquiry.

As far as their own experience goes there appear to the Committee ample grounds for an amendment of present values for duty, and that the changes in the trade since the existing tariffs came into operation justify the proposed united action of the Chambers of Commerce.—Yours faithfully,

H. W. J. WOOD, Secretary.

No. 216 of 1873.

BOMBAY CHAMBER OF COMMERCE, 28*th August* 1873.

To H. W. J. WOOD, Esq., Secretary to the Bengal Chamber of Commerce, Calcutta.

DEAR SIR,—I had the pleasure to receive in due course your letter of the 16th inst., which has been under the consideration of my Committee. The subject referred to in your letter of 15th February, as well as that under acknowledgment, has been before this Chamber in various ways

within the last nine months; and I am now to inform you that this Chamber is entirely in accord with the views stated in your letter; the Committee are of opinion the time has arrived when there ought to be a thorough revision of the tariff both export and import, and that this Chamber will gladly co-operate with yours in the endeavour to obtain such an inquiry as you suggest, and no doubt the other Chambers will be glad to join in the common movement.—I remain, &c.,

JAMES TAYLOR, Secretary.

No. 217 of 1873.

BOMBAY CHAMBER OF COMMERCE, *28th August* 1873.

To L. REID, Esq., Commissioner of Customs, Bombay.

SIR,—In reference to your letter No. 1401 of 1873, dated 20th instant, and previous correspondence on the same subject, I have now the honour to state, for your information, that the Bengal Chamber of Commerce has requested our co-operation in suggesting to the Government of India the expediency of appointing a Commission for the revision of the Customs tariffs both import and export; that the Committee of this Chamber cordially concurs in the suggestion, and have expressed their intention of supporting the same.

In these circumstances it will of course be unnecessary to consider in any special way at present the papers submitted by you by direction of Government, as the points therein referred to will be fully dealt with when the question of thorough revision comes up for consideration.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 237 of 1873.

BOMBAY CHAMBER OF COMMERCE, *22nd September* 1873.

To the Hon'ble F. S. CHAPMAN, Chief Secretary to Government, Bombay.

SIR,—Referring to extract from the Proceedings of the Government of Bombay, in the Revenue Department, dated 23rd June 1873, with papers submitted by the Government

of India regarding certain changes suggested in the import tariff, which papers were duly laid before the Committee by the Commissioner of Customs, with a request to be favoured with the views of Chamber thereon.

2. I have now to state, for the information of His Excellency the Governor in Council, that the present state of the Customs tariff has been under the consideration of the Chamber in various forms during the last nine months, and the conclusion arrived at is, that the time has come when there ought to be a thorough revision of the present tariffs both import and export.

3. The Chamber is of opinion that this can best be done by the Government of India appointing a Commission to sit at Calcutta, with representatives from Madras and Bombay, for the purpose of considering the whole subject, and submitting the result of their deliberations to His Excellency the Viceroy and Governor General in Council. This was the course followed in 1860 and 1866, at which periods revisions of the tariff were made by Commissions appointed as above, which received the approval of Government and all the various interests concerned.

4. I am therefore respectfully to request that His Excellency in Council may be pleased to move the Government of India to appoint a Commission, as herein suggested, and to forward to His Excellency the Viceroy in Council a copy of this letter.

5. I have farther to state, for the information of Government, that in reference to the "Extract of Proceedings" abovementioned, the Commissioner of Customs has been informed of the intention of this Chamber, in conjunction with the other Chambers of Commerce in this country, to suggest to Government the expediency of appointing a Commission of the character referred to; and that in these circumstances it is unnecessary to consider in any special way the papers submitted through him, as the matters therein put forward would all be fully considered by the Commission.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX Q.

PROPOSED RAILWAY FROM CARWAR TO GUDDUCK, AND EXTENSIONS.

REPORT OF COMMITTEE TO GOVERNMENT.

To the SECRETARY to GOVERNMENT, Railway Department.

SIR,—We, the undersigned Members of the Committee appointed by Government Resolution in the Railway Department, No. 947, of 21st August 1872, to investigate the estimated returns on the proposed State Railway from Carwar to Gudduck, having regard to the line as an isolated railway, and taking into account possible extensions of it; and also to consider the question of the improvement of the port of Carwar, and the amount of trade which may probably be transferred to that port from others in the neighbourhood,—have the honour to submit the accompanying evidence and documents, and to make the following report.

2. From later Government Resolutions in the Railway Department, Nos. 1151 and 1178 of 1872, as well as from communications subsequently received from Government, we have understood it to be the wish of Government that our inquiry, as relates to the projected railway from Carwar to Gudduck, should not be confined to the traffic estimates of that railway; but should be deemed as involving the scheme generally, together with the extensions and alternative railways, proposed for the Southern Maratha Country, so far as we might be in a position to consider them.

3. Taking, first, the line from Carwar to Gudduck, as an isolated railway, we beg to submit our opinion thereon under the following heads:—

I.—Probable Cost of the Line.
II.—Probable Traffic.
III.—Probable Working Expenses.

4. I.—*Probable Cost of the Line.*

The estimate of Mr. Shaw, the Chief Engineer of the Carwar Railway Survey, for the High Level Ghaut Line, as last revised to accord with the views of Mr. Molesworth, Consulting Engineer to the Government of India, including 10 per cent. for superintendence, 15 per cent.

for contingencies and maintenance for the first year, amounts to	Rs.	72,88,350
Rolling-stock at Rs. 6,000 per mile	,,	8,74,000
Total of Mr. Shaw's Estimate	,,	81 62,350

5. We recommed that the estimate be somewhat increased, and that it stand as under—

	Mr. Shaw's total, excluding Rolling-stock ..	Rs.	72,88,350
(*a.*)	Addition to rates for works.....	,,	5,00,000
(*b.*)	Addition for Stations, Sidings, &c.....	,,	3,00,000
(*c.*)	Addition to cost of Iron	,,	3,00,000
(*d.*)	Quarters for Staff	,,	1,00,000
(*e.*)	Proportion of cost of Surveys..... ..	,,	3,00,000
(*f.*)	Further allowance for Superintendence....	,,	50,000
(*g.*)	Wharf at Carwar	,,	1,00,000
		Rs.	89,38,350
(*h.*)	Rolling-stock at Rs. 8,000 per mile	,,	11,60,000
		Rs.	1,00,98,350
		Say Rs.	1,01,00,000
(*i.*)	Add for compensation for land and for interest during construction, about	,,	9,00,000
	Making the total.....	Rs.	1,10,00,000

6. Looking at the evidence of Major Greig, R.E., who was between two and three years Executive Engineer in Canara, and at that of Mr. LeMesurier, at the rise of rates, which, from experience elsewhere, may be anticipated, at the high ruling prices in the districts, and at the unfavourable conditions under which a great portion of the railway will be made, we deem it prudent to advise an addition, which we have calculated will amount to 5 lakhs, including contigencies, to Mr. Shaw's rates for work on the Ghaut District.

7. Mr. Shaw's estimate includes nothing for shops or machinery, very scanty station arrangements, and only 4½ miles of siding to 145 miles of railway. While we concur that the outlay upon shops and station buildings may judiciously be limited, we deem that it would be economy to make some provision for repairing shops and machinery; to give more accommodation at the stations, and especially at the larger stations; and to allow about 15 mile, or 10 per cent. of sidings. The approximate addition under these heads, excluding wharfage conveniences at Carwar, we would enter at 3 lakhs.

8. Mr. Shaw's estimate for iron work, including rails at £7 10s. a ton, appears to have been based upon the comparatively low prices of the English market in 1869. Existing high prices will probably not be maintained; but, judging from the aspect of the

iron trade, it would be wise to increase Mr. Shaw's prices by 25 per cent., which would involve an addition of about 3 lakhs to the estimate.

9. Mr. Shaw's estimate contains no provision for quarters for staff, which have to be given to a greater or less extent on every Indian Railway, and would be particularly necessary on parts of the country traversed by the Carwar line. For quarters we think 1 lakh should be entered, and the outlay under this head may possibly hereafter have to be increased.

10. We consider that the expenditure upon the surveys, including the proportion due to the Carwar and Gudduck line of the outlay already incurred, should be shown in the estimate. We put it at 3 lakhs; and we think that the cost of the further surveys and exploration which we advise of the more difficult parts of the country traversed by the railway will be covered by savings on the works.

11. We think it advisable to add Rs. 50,000 to Mr. Shaw's allowance for superintendence, which has been calculated by him at 10 per cent. on his estimate of the cost of the works, excluding contingencies.

12. A wharf will, in our opinion, be required for the exclusive use of the railway at Carwar for the landing of material and stores required for its construction. As an approximate estimate for this work, including siding and road to some convenient point on the Carwar head side of Beitcal Cove, we have allowed one lakh of rupees.

13. Mr. Shaw and Mr. Forde assign Rs. 8,74,000 for rolling-stock, or at the rate of Rs. 6,000 per mile. Mr. LeMesurier allows the larger sum of Rs. 13,00,000, or at the rate of Rs. 9,000 per mile. Mr. Molesworth has transmitted to us an approximate detailed estimate for rolling-stock, which we give in the Appendix, amounting to Rs. 10,00,000, or about Rs. 7,000 per mile; but we notice that he has entered the engines at Rs. 15,000 each, which we think too low for the class of engines which would be required. At this stage it only seems to us feasible to form a general idea of the rolling-stock, and there will be ample opportunity before the time arrives for ordering the rolling-stock, to gain more knowledge of the special and local wants of the line. Looking at the rolling-stock which has been found necessary on other Indian Railways, and the cost of it; at the general estimates which we have seen for other narrow gauge lines; at the circumstances and comparatively short length of the Carwar Railway; and giving full weight to the consideration that it is desirable to be moderate in rolling-stock at the commencement,—we think it would be advisable to insert Rs. 11,60,000 for that item in the estimate, or at the rate of about Rs. 8,000 per mile.

14. The compensation for land would probably not be a large sum. Mr. Shaw has included about Rs. 15,000 in his estimate. We think Rs. 50,000 would be a nearer calculation. There is also the interest on capital during four years consumed in construction, which, with the addition for land compensation, would be little less than 9 lakhs, and this might even be exceeded if the construction occupied a longer time.

15. We notice that the railway is intended to be on the narrow or metre gauge, and, not conceiving that the gauge question is comprehended in the reference to us, we offer no opinion thereon.

16. Looking at the evidence before us, at the result of the surveys hitherto carried out, and at the report of Mr. Molesworth made after personally going over the route of the line, we deem further careful surveys and examination of the Ghaut and difficult districts advisable before the railway through these districts is finally located. We think the probable saving in construction, and the riper knowledge of the country which would thereby be acquired by the engineering staff, would fully justify the expense and trouble of additional surveys. We advocate these additional surveys as a prudent and economical step in furtherance of the work, and do not wish that they be deemed, should Government decide to construct the line, as furnishing a reason for delay in the commencement at Carwar.

17. We have considered that the estimate was examined by Mr. Forde, by the Royal Engineer officers who advise the Bombay Government, and by Messrs. Molesworth and LeMesurier. We have accepted Mr. Shaw's quantities as essentially correct, and we have adopted his estimates with the additions made by us in this report. Provided, then, that the engineering staff are guided by the extensive experience gained in past years in railway construction in India, and that competent contractors, with the best organization which that experience can suggest, be employed, we believe the railway from Carwar to Gudduck can be constructed and moderately equipped for about £1,100,000, including interest during the period of construction, being at the rate of £7,560 sterling per mile.

18. We, however, think it right to add that some unforeseen difficulties may possibly arise during the construction of the Carwar Railway which cannot be fully provided for in any estimate. Among such difficulties, we recognize the unfavourable and unhealthy nature of the jungle and Ghaut country, the heavy rainfall on the Ghaut, the short duration of the working season, the uncertainty about labour and the rates for work, as conditions adverse to the economical and successful construction of a difficult railway, which would have to be encountered in a marked degree over about 60 miles of the Carwar line.

19. On the other hand, it is evident that the Carwar Railway will receive the benefit of a saving in land carriage of a materials by having its base of operations on the sea, and by its proximity throughout its entire length to a good cart road; and that it will enjoy the great advantage of an ample supply of timber of all kinds available in the forests of Canara.

II.—*Probable Traffic.*

20. It is not easy to make a trustworthy estimate so long before hand of the traffic of any Indian Railway, and particularly when a district not hitherto supplied with railway accommodation is opened out by a line starting from a new base about which opinions vary. We prefer to found our estimate on the existing trade of the coun-

try, rather than on the somewhat sanguine estimates of future traffic submitted to Government in 1869.

21. It is clear that the Carwar Railway will have to depend largely for revenue upon the carriage of cotton from the Southern Maratha Country to the coast.

22. Considering the evidence, information, and returns before us, and assuming that, beyond the fluctuations arising from differences in seasons, no very material diminution occurs in the average annual export of cotton from the Dharwar and neighbouring districts within reach of the railway, the following, so far as we can judge, may be deemed an approximate estimate of the traffic which the Carwar to Gudduck Railway may be reasonably expected to obtain when in full work, within, say, 3 years after its completion:—

					Rs.
(*a.*)	Cotton.....	20,000	Tons at Rs.	20	4,00,000
(*b.*)	Salt.....	8,000	,, ,,	6½	52,000
(*c.*)	Timber	12,000	,, ,,	5	60,000
(*d.*)	Other Goods through and Local say.....	20,000	,,		1,75,000
	Total....	60,000	,,		
(*e.*)	Passenger traffic at Rs. 2,000 per mile				2,90,000
	Miscellaneous.....				25,000
			Total.....Rs.		10,02,000

23. The average annual quantity of cotton produced in the Dharwar and adjacent districts, Dharwar Native States, Nizam's Territory, and Bellary, within reach of the Carwar Railway, calculated from the figures based on the land under cotton cultivation contained in the statistics furnished by the Collectors and other authorities, and compiled by Colonel Anderson, one of our members, appears to be a little under 30,000 tons, and we have reason to believe that while there have been variations in different seasons, the average production has been generally maintained during the more recent years. The Customs returns of cotton exported from the ports on the coast in any particular financial or calendar year do not give a correct idea of the season's yield, as the time at which the crop is sent to market is irregular, and part of the crop finds its way to Bombay by other routes. The estimate of about 30,000 tons agrees generally with such particulars as we have been able to collect in Bombay of the average annual quantity of cotton sold as "Saw-ginned Dharwar," and "Coompta." Of this tonnage we have assumed in our traffic estimate that two-thirds, or 20,000 tons, will be sent by Railway to Carwar. Taking this at Rs. 22-8 per ton, a rate corresponding somewhat to that charged for unpressed cotton over the G. I. P. and Madras Railways, it would yield a revenue of about 4½ lakhs. But if a proportion of the crop be pressed up-country, as we are told is likely to be done through European agency, lower rates, such as are conceded on other Indian

Railways for full-pressed cotton, may be expected by the merchants for full-pressed cotton over the Carwar Railway ; and if they are granted, it is evident that the railway receipts from cotton may be reduced. If we assume that half the crop is full-pressed up-country, and carried at two-thirds of the rate for unpressed cotton, the revenue therefrom would be Rs. 2,25,000 for unpressed cotton, and Rs. 1,50,000 for full-pressed cotton, making a total of Rs. 3,75,000. Against this decrease may be set a moderate reduction of working cost, cotton being cheaper to carry by railway in full-pressed bales than unpressed, and the decrease may also, sooner or later, be counterbalanced by the development of other traffic ; but, in considering the revenue of the line, it is important that it should not be overlooked. In our traffic estimate we have entered the revenue from cotton at 4 lakhs.

24. With respect to salt, a letter from the Acting Collector of Salt Revenue is appended, giving his calculation of the salt traffic which may accrue to the railway. Seeing the large percentage he has added for diminution of smuggling and increase of trade owing to the railway, and the comparatively small deduction for local consumption below the Ghaut, we have reduced his estimate from 10,000 tons to 8,000 tons of salt at Rs. 6-8 per ton, which we deem a fair rate. The Collector of Salt Revenue has also in his 5th para. calculated an additional 3,000 tons of salt traffic as likely to go to the railway in the event of importation of salt from the Goa territory being prohibited. That measure would presumably lead to a greater consumption of salt manufactured in Canara, and would bring an addition to the salt traffic on the line ; but as the measure is one entirely dependent on the views Government may adopt on a question involving many considerations of separate importance, we abstain from taking that part of the calculation into account.

25. The timber traffic, including firewood from the jungles to the districts above the Ghaut, bamboos for export, and logs, we estimate at 12,000 tons at Rs. 5 per ton, which we think reasonable. We annex a letter from the Deputy Conservator of Forests on the subject.

26. The other goods traffic, through and local, which the railway will command, is difficult to calculate ; but, looking at all the circumstances and at the customs returns, and assuming that the railway will enjoy about the same proportion of the other trade as we have considered it may of the cotton, we think 20,000 tons, yielding a renevue of Rs. 1,75,000, a fair estimate. This is exclusive of Cotton, Salt, and Timber, the three principal items of goods traffic which may be expected. About the grain traffic there seems much uncertainty.

27. The country between Gudduck and Hubli being rich and populous, the passenger traffic will be fair in the districts above the Ghaut, but on the rest of the line it will be light. We estimate it at an average of Rs. 2,000 per mile, the figure adopted by Colonel Tavor in 1869.

28. The foregoing traffic estimate for the Carwar Railway shows a total revenue of about Rs. 6,900 per railway mile per

annum, being slightly above that of the Madras Railway which earned Rs. 6,300 per mile in 1870 and Rs. 6,600 per mile in 1871, and considerably below the East Indian, Eastern Bengal, Great Indian Peninsula, and Bombay, Baroda, and Central India lines.

29. Bearing upon the traffic of the railway is the question of the amount of trade which, supposing the railway to be made, will probably be transferred to Carwar from other ports in the neighbourhood. Taking the six ports of Rutnagherry, Vingorla, Carwar, Ankola, Coompta, and Honore, extending over 250 miles of coast, of which mention is made in the papers before us, we think that no part of the trade from Rutnagherry, and but very little of that from Vingorla, is likely to be attracted to the railway. From Coompta, which has a large trade, and is only 35 miles distant from Carwar, we are inclined to the view, that if the Railway goods rates are judiciously arranged, a considerable but probably gradual transfer of trade to Carwar may be certainly anticipated after the completion of the railway, notwithstanding the opposition of local interests. A quantity of cotton from the country, even north of the proposed line of rail, does not now come down by the Arbyle Ghaut, but by the separate, somewhat longer, and more southerly road, from Sirsi to Coompta. The advantage and cheapness of the railway, however, as compared with carting down the Ghaut, would be so manifest, that there can be little doubt most of the cotton would soon use the railway, and the bulk of the other export and import trade would probably follow the route of the cotton. The trade of Ankola is insignificant, and that of Honore is small, but a proportion of it may be expected to go to Carwar.

III.—*Probable Working Expenses.*

30. Two detailed estimates of the cost of working the railway from Carwar to Gudduck are appended, one of which has been prepared by Mr. Forde, C.E., and the other by Lieutenant Sargeaunt, R.E., Government Examiner of Railway Accounts, to both of whom we handed the approximate estimate of traffic which we had drawn up. The working estimate of Mr. Forde amounts to 44 per cent., and that of Lieutenant Sargeaunt to 51¼ per cent. of the approximate revenue of about 10 lakhs. Both these working estimates have been calculated with evident care and trouble; but in them, while much is well-founded, of course much is also assumed, and a variation of the hypotheses on which they are based would considerably affect them. The difficulty, to which we have alluded, in framing a reliable estimate of the amount of traffic which may be forthcoming over an Indian Railway which will take four years to make, exists also in computing beforehand the cost of working; and on the latter question we prefer, on the whole, to refrain from details, on which there must be no little room for doubt, and to offer only a general expression of our opinion.

31. Mr. Currey, one of our members, considers that on the Carwar to Gudduck line, an isolated railway starting from a new and undeveloped sea-port, encumbered with a steep Ghaut and severe ruling gradients elsewhere, with works expensive to maintain, traversing a district where wages are high, with but a moderate

traffic unevenly distributed throughout the year, and with the comparatively short mileage of 145 miles over which to spred fixed charges, the working expenses, even with the advantages of low speed and cheap wood fuel, equal to coal at about Rs. 12 per ton, will be heavy in proportion to the receipts. The working expenses of all Indian Railways for 1871 were 53·48 per cent. of the receipts; those of the railways in the United Kingdom for the same year were 48·16 per cent. of the receipts. Future railways will no doubt benefit by the experience which is being gained in railway administration in India; and economy should result from that experience; but the circumstances of the short Carwar Railway will cause its working cost to exceed the average of other lines in India; and it remains to be seen whether Government will practically be able to work State Railways cheaper than the Companies work Guaranteed Railways. Colonel Trevor in his Report of 1869, and Mr. LeMesurier in his evidence before us, put the working expenses generally at 66 per cent. of the receipts. Mr. Currey thinks it would not be prudent to estimate them at less than at 60 per cent. of the receipts, being 6 lakhs of the computed revenue of 10 lakhs.

32. Lieutenant-Colonel Hancock, another of our members, is of opinion that Lieutenant Sargeaunt's estimate is a fair general guide, and that the working expenses may be taken at about 55 per cent. of the gross receipts. He points out that the Madras Railway with gross receipts of £660 per open mile, and the Great Southern of India Railway with only £425 per open mile, both burning wood fuel, worked during 1871 at 51¼ and 55 per cent. respectively. He lays stress on the general concurrence of opinion of those best qualified to judge, that the working expenses on the Indian guaranteed lines are higher now than they will be in the future, and on the efforts that are being made to reduce them; and considers it certain that greater economy will result, and that there is no reason to suppose that the State lines hereafter opened will not benefit by the experience which is being gained in the management of traffic. He points out that in certain items, such as Home charges and Indian agency and audit, the fact of there being a general establishment for the entire system of State Railways ought to result in moderate fixed charges, that the Carwar line, though it will labour under the disadvantage of a Ghaut and steep gradients, indifferent climate, a high rate of wages, and somewhat high charges for ordinary maintenance, will, from its situation, probably enjoy immunity from extraordinary casualties, from floods such as have swelled the maintenance charges on many other lines; while the low rate of speed proposed—15 miles an hour being understood to be the maximum—should tend to lower charges for repairs due to wear and tear as well as for Locomotive working.

On the whole, Lieutenant-Colonel Hancock is of opinion that if by the time the Carwar Railway is carrying the traffic, and earning the revenue estimated by the Committee, its working expenses exceed 55 per cent., the management will be greatly in fault, and that this percentage, which would give 5½ lakhs of the estimated revenue of 10 lakhs, may be adopted by the Committee with perfect safety.

33. A majority of the Committee concur with the opinion of Colonel Hancock as stated at the end of the preceding para.

34. The figures adopted by a majority of our Committee would thus leave a net profit of 4½ lakhs, equal to 4·09 per cent. per annum on a capital expenditure for the railway of £1,100,000 sterling. Mr. Currey's figures would leave a profit of 4 lakhs, equal to 3·63 per cent. per annum on the same capital expenditure.

Port of Carwar.

35. The harbour of Carwar may be thus described. From 10 deg West of North, round by East and South to West, 280 deg., the harbour is formed and protected by land. From West 80 deg. towards the North the harbour is open to the sea.

36. From North-West towards North, at a distance of 2⅔ miles from the anchorage, there are two islands, Deoghar and Cormaghar, which form a natural breakwater in that direction of about 1,000 yards in length.

37. The oyster islands, which are situated a few degrees North of West are distant upwards of three miles from the anchorage. They lie end on towards the harbour, and afford little or no protection to the port.

38. From the low sandy beach, which has a direction nearly North and South, a spur of the Carwar hills runs out due West into the sea for a distance of about 3,800 yards, or 2⅛ miles. The end of this spur, which has an extreme elevation of 640 feet above the sea and is detached, is called Carwar Head. It has a breadth of about 1,500 yards, and is joined to the mainland by a low isthmus 500 yards in width. The sea thus intervenes between Carwar Head and the mainland for nearly 1,000 yards, and this inland bay, which is shallow at its upper end, and has 15 or 16 feet of water at low tides at its mouth, is called Beitcul Cove.

39. Beitcul Cove affords complete protection to native craft, and small steamers can anchor at its mouth in perfect safety at all seasons of the year.

40. The port of Carwar, where steam-ships and vessels of larger size are moored, or lie at anchor, is outside Beitcul Cove. This port is well protected by Carwar Head from West to South, and, therefore, is fairly sheltered from the South-West monsoon swell. But a vessel moored in the centre of the protected area marked on the chart by the port officer is exposed to the open sea from 3 deg. South of West towards the North; and a ship anchored near the outer edge of this area would be exposed to the open sea from about 16 deg. South of West.

41. The soundings in the protected area of the port of Carwar give a depth of 22 feet at low water spring tides, and we are of opinion that probably a dozen vessels, drawing not more than 17 or 18 feet of water when laden, could be accommodated in the port at one time, and be fairly protected at all seasons. As regards vessels of a greater draft than the above, it will be seen from the evidence of Captains Hewett and Parker, that vessels drawing, say, from 20 to 22 feet of water could safely load in the port in fair weather with smooth water; conditions not to be expected at the

close of the busy season just previous to the setting in of the South-West monsoon.

42. On this subject we would offer an expression of our opinion from the nautical evidence, that a heavily laden ship, drawing upwards of 18 feet of water, could not prudently be detained at Carwar in the present condition of the harbour as late as the first burst of the monsoon.

43. Bearing in mind the supersession of sailing vessels by steamships, which has received so great an impetus since the opening of the Suez Canal; the amount of trade which might be expected at Carwar for some years to come should the railway be made; that the trade will mostly flow to and from Bombay, and consequently the port of Carwar is not likely to have for many years a large direct trade with Europe; that a steam-tug might be kept at Carwar at the disposal of the port officer, which would afford assistance to shipping requiring to put to sea,—we would not recommend the adoption of any large and expensive project for the further protection of this port. The port with a few minor improvements to be mentioned may be left as it is for the present. If the railway be made, and, after a while, the trade prove of sufficient importance to warrant an expenditure for enlarged accommodation for shipping visiting the port, it will then be time enough to determine the nature of the works to be undertaken.

44. We wish it, however, to be clearly understood that should Carwar ever become the port, or base, of a system of railways, and its trade receive great development, it will undoubtedly be essential that harbour works of some magnitude be undertaken which would add to the limited sheltered accommodation at present available for shipping.

45. Should the Carwar State Railway be decided upon, we recommend that the undermentioned minor works be carried out at Carwar.

(*a.*) That the railway have its own pier for the landing of its material, which pier should, we think, be built on the Carwar Head side of the Beitcul Cove;

(*b.*) That the present pier be carried out further into the sea, and that the whole structure should be well protected from the concussion of cargo boats by fender piling;

(*c.*) That the wharf be extended seawards, either by solid construction or by staging, south of the present pier, to enable cargo boats and native craft to load and unload at the wharf in Beitcul Cove at all times of the tide;

(*d.*) That the holding-ground at the anchorage at Carwar being muddy and bad, a sufficient number of moorings be laid down in the port.

46. The probable cost of these works would be about three and half lakhs of rupees. The first item would be a charge against the Carwar Railway, and its cost may be assumed, including sidings and cranes, at one lakh. The other improvements recommended would not form a charge against the railway.

47. We are of opinion, that the present quay and road at Car-

war should be retained for the use of the public, and that the ground between the present pier and the Executive Engineer's Storeyard should not be included in the railway premises, though it will be desirable to lay a siding on to the wharf, so that goods may be transferred direct from the railway waggons to the ships. With an increase of trade, much quay and storage room will be required between the railway and the pier, and the available space is not very extensive, and cannot be much increased, in consequence of the hills rising so abruptly from the sea.

Alternative Lines, Extensions, and Southern Maharatta Railway System.

48. Adverting, next, to the alternative lines and extensions which have been proposed for the Southern Mahratta Country, the first question which offers itself for consideration is as to the relative advantages of the railway from Carwar to Gudduck, or of a railway from Decksal, or Sholapore, or some point on the G. I. P. Railway to Hubli, or some central point in the Dharwar cotton field. This is the question which, with particular regard to its bearing on the trade of Bombay, was discussed by the Chamber of Commerce in July last.

49. The case for the Carwar Railway is, briefly, that it would open up from the coast the rich, populous, and cotton-producing Dharwar districts, at present unprovided with railway accommodation, and connect them by the shortest route with what we may term a new port on the Western coast of India. That the substitution of a railway for a difficult Ghaut road would be a great boon to those wealthy and somewhat inaccessible districts, and particularly as regards the transport of cotton and salt, and the opening out of the Canara Forests, is obvious. It may also be remarked that the bulk of the trade of those districts has always hitherto flowed through different channels to and from the coast. But it should be remembered that the chief market for the cotton is Bombay, and that most of the cotton would have to be conveyed 300 miles from Carwar to Bombay by sea. Direct shipments from Carwar to European ports would, we are informed, be occasional, as the option of the numerous steamers leaving Bombay for Europe would in practice be preferred. We learn that last season the direct shipments from Carwar to Europe greatly exceeded those of any previous season.

50. The case for the alternative railway, which we will call the Deccan line, is, that it opens up the districts south of the G. I. P. Railway and the Southern Maharatta Country from the interior. The alternative lines which have been suggested, and which, so far as we can judge, appear suitable, are either from Sholapore to Hubli now under survey, about 200 miles, or from Decksal to Hubli, about 240 miles. Either of these lines would connect the Dharwar districts with Bombay—the first by a route of about 482 miles of railway, of which 282 miles form part of the existing G. I. P. Railway; the second by a route of about 423 miles of railway, of which 183 miles form part of the existing G. I. P. Railway.

51. No regular survey or estimate of either of these Deccan

lines has yet been completed, and either would involve a considerable amount of bridging. In contrasting the schemes, however, we assume that the Deccan line of 200 miles from Sholapore would cost less per mile than the Carwar line of 145 miles, and about 15 lakhs more total capital outlay than the Carwar line, that the Deccan line of 240 miles from Decksal would also cost less per mile than the Carwar line of 145 miles, and about 40 lakhs more total capital outlay than the Carwar line.

52. Cotton from the Southern Maharatta Country to Bombay would be conveyed cheaper by the Carwar route than by the Deccan route, but the amount of the difference in carriage would depend on the mode in which the rates were arranged. Taking the rate over the Carwar Railway which we have assumed in our traffic estimate, and a moderate sea freight, the cost by Carwar would stand as under—

	Per ton.
Railway to Carwar	20
Steamer to Bombay, including Insurance	17
Rs.....	37

The cost from Carwar to Bombay by native boats might be lower, but the charge appears to vary with the season of the year and to be heaviest in the busy months, and the mode of transport is less certain.

53. If we apply the same mileage rate for cotton to the railways on both routes, the cost by the Deccan route is of course much higher, and the advantage by the Carwar route considerable; but it is reasonable to suppose that the railway rates would be adjusted to meet competition or to suit circumstances, and it would be feasible to carry cotton by the Deccan line and G. I. P. Railway at a through rate only so much higher than the through cost by Carwar, as fairly to represent the greater certainty and superiority of a through railway route of say 450 miles over a part railway, part sea route, of 410 miles. For example, a rate of 18 pies per ton per mile would amount to about Rs. 42 per ton for 450 miles, which would compare with some of the rates actually charged for cotton on the G. I. P. and B. B. & C. I. Railways. For full-pressed cotton the balance of advantage would incline to the Deccan route, as full-pressed cotton can be carried by railway at a lower mileage rate than unpressed cotton. But for unpressed cotton, except, perhaps, during the monsoon, the balance of advantage would lie with the Carwar route.

54. Against any moderate difference in favour of the Carwar Railway and sea route in the cost of the conveyance of cotton to Bombay, should be set the greater certainty of the Deccan Railway route; and according to the expressed opinion of the merchants of Bombay, the latter seems to be more appreciated than the former.

55. Either of the Deccan lines would cross a number of trade routes to and from the coast, would intercept much of the Vingorla trade, open out and connect with the Indian Railway system a greater extent of country, and, we are informed, serve a larger po-

pulation than the isolated Carwar line. The celebrated Pundur poor Fair on the Bhima, near Sholapore, has three fairs annually, the attendance at each varying from fifty to seventy thousand persons, which would form an important feature in the passenger traffic of the alternative Deccan line. The Deccan traffic, both in passengers and goods, would probably exceed, and be more likely to expand, than that of the isolated Carwar line; but the Deccan mileage rates for cotton and certain descriptions of goods would be less, as the rates for such traffic would have to be concerted with the G. I. P. Railway Company on a low mileage scale for long distances.

66. The population on the coast and for some miles inland from Carwar is large and thriving, with Gokurn, the site of a celebrated jutra or fair, and Coompta some miles distant to the south. After leaving the more open country, which has good rice cultivation of the sweet and salt batty kinds, and a large manufacture of salt, the line approaches Arbyle Ghaut, from the ascent of which, through Yellapoor, as far as Devikop on the Dharwar frontier, there is a continuous forest, except for a limited area of rice and dry crop cultivation round the scattered villages. Yellapoor is the chief town of a Talooka, or civil sub division of a Collectorate. It is not now a place of much trade, but would assume importance as a principal station on the proposed railway, especially as a central depot for the export trade, timber and fire-wood, from the Canara forests. Kulgheegee, Turras, and Misreekota towns containing from two to four thousand inhabitants, with a trade in rice, spices, grain, and a little cotton—are near the line of proposed railway. Hubli a town of about 40,000 inhabitants, is an emporium of the traffic of the surrounding districts in cotton-cloths, cotton, grain, and metals, especially copper. From Hubli to Gudduck the line traverses the rich Dharwar cotton field. Other considerable towns on or near the line are—

	Inhabitants.
Kundgol (Jagheer)	8,000
Anigeree	6,983
Mulgund	7,183
Gudduck	10,320
Betigeree	8,710

Gudduck, though in point of population far inferior to Hubli, is a principal mart for raw cotton, and a general trade is carried on at this place and at Betigeree, which adjoin each other, so as to constitute one Municipal township. There are large jutras or fairs within easy reach of the Carwar to Gudduck line at Hoolgoor, Yemanur, Gudgudapoor, and Betigeree, the annual attendance at which amounts to ten thousand, twenty thousand, ten thousand, and fifteen thousand persons respectively.

67. The Carnatic Jutra of Yeluma, near Soundutti, in the Belgaum Collectorate, about 30 miles from Dharwar, has an annual attendance little short of [illegible] one hundred and forty to two hundred thousand persons, and would furnish passengers to both the Carwar and Deccan lines.

68. If it was proposed to make one railway only into the

Southern Mahratta Country, and if the practical alternative rested between a railway from Carwar to Gudduck, or a railway from Sholapore or Decksal on the G. I. P. Railway to Hubli or some point in the centre of the Dharwar cotton field, we are of opinion the latter or Deccan line is the one which, as a commercial enterprise, would best answer for Government to undertake as an extension, if possible, of the guaranteed G. I. P. Railway, the receipts of which would be enhanced by the traffic therefrom. The chief reason against the Deccan line is that adduced by Colonel Trevor in the latter portion of his Report of 29th September 1869 :— "That it would not be as beneficial to the cotton interest as a railway from the cotton districts to Carwar." But on consideration of the two schemes, and after the full expression of mercantile opinion thereon, which has lately been given by the Chamber of Commerce in Bombay, it appears to us doubtful whether the Deccan line, on account of its greater certainty as a means of transport of cotton to market, would not really serve the cotton trade as well as the isolated Carwar line, while in most other respects, so far as we can judge, the Deccan line seems preferable to the isolated Carwar line.

59. We gather, however, from the papers before us, that the Government of India, entertaining a larger view of the question, intend to design, and eventually carry out, a regular system of railways in the Southern Mahratta Country, starting from a fresh port on the western coast of India, and opening out a new railway route for trade and produce ffom, and to, the centre of the Indian Peninsula. There can be no question of the general public benefit which would result from the completion of such a railway system, which would of course connect Carwar with both the G. I. P. and Madras Railways ; and the intimation that such a scheme is contemplated by the Government of India, renders it less necessary to weigh the merits of different lines as alternatives, than to consider the order of priority in which Government might be advised to undertake those lines for which a sufficient case exists.

60. Accepting the larger view of the Government of India in favour of the development of a regular system of railways in the Southern Mahratta Country, we recognize that there are advantages in beginning from the coast as the base of operations, and giving as a commencement railway communication between Carwar and the cotton district above the Ghauts. But we submit that the first length of railway to be undertaken should be, not an isolated line from Carwar to Gudduck, but a line from Carwar extending beyond Gudduck to a junction with the Indian system at Bellary, on the Madras Railway, 90 miles directly east of Gudduck.

61. No regular estimate has yet been made of the line from Gudduck to Bellary, but Mr. Shaw in his evidence put it generally at £4,000 to £4,500 per mile ; adding rolling-stock, &c., the cost might be about £5,500 per mile, which for 90 miles would be £4,95,000, or, say, 50 lakhs. We are informed by Colonel Hancock, one of our members, who has been over the route of the line, that the works would be uniformly light with the exception of the bridge over the Toongbhudra river. The country from Gudduck to the

Toongbhudra, about 50 miles, is of the same general character as the Dharwar districts above the Ghaut, traversed by the railway, and is well-cultivated. Between the Toongbhudra and Bellary, 40 miles, the country is not so good, and the cultivation is less—it suffers in most seasons from scarcity of water. Bellary is a military station, and the population, including the cantonment, amounted, according to the last census, to 51,145.

62. Adopting, as we do, the view of the Government of India, it seems to us to need little demonstration, looking at the geographical position, at the results to be anticipated from railways, and at the nature of the country to be provided with railway accommodation, that the first link of the Southern Maratha Railway system to be undertaken should be, not one affording a communication between the new port of Carwar and the Dharwar districts only, but one forming a connection between Carwar, the Dharwar districts, and the existing Indian Railway system. We think that a railway from Carwar to Bellary, constructed and equipped for about £1,600,000, will enjoy a traffic more susceptible of expansion, and be likely in itself to be more profitable to Government, and much more beneficial to the trade and the people, than an isolated railway costing £1,100,000 from Carwar to Gudduck only, a gap of 90 miles being left between Gudduck and Bellary.

63. The Southern Maratha Railway system will not of course be complete without extensions from some central point such as Hubli, northwards to the G. I. P. Railway, and sothwards towards Mysore, and eventually to Bangalore. But the Carwar to Bellary line should be undertaken in the first instance, and the north and south extensions might be considered later. It may, however, be found advisable to carry out at an early perid the first short section of the southern extension for 30 miles, from some point near Hubli to Bunkapoor, which could, we are informed, be made at moderate cost, would serve a rich and populous district, and would enable the railway better to command the cotton and other traffic to and from the coast.

64. We acknowledge, as relates to the question of the continuance of the demand for Indian cotton raised with reference to the Carwar Railway by his Grace the Secretary of State, in despatch to the Government of India No. 94 of 14th August 1872, that the commercial result of that railway must depend greatly upon the quantity of saleable cotton produced in the Southern Maratha Country and carried over the railway. We have deemed it expedient to examine on the subject of that cotton several of the leading merchants of Bombay representing the views held on both sides in the recent debate on the Carwar Railway at the Chamber of Commerce, and we commend for the consideration of Government the evidence which those gentlemen have been so good as to give. The general cessation of demand for, and consequent diminution of, production of Indian cotton, beginning with the lower classes of the staple, resulting from increased quantities of better cotton from America, is a possible contingency no doubt to be feared; but it seems to us to be a matter of opinion, and it opens a wide general question, the full discussion of which is scarcely within the limits

of this report. It is clear, however, that the surest mode by which Indian cotton, and particularly such a cotton as the exotic saw-ginned Dharwar, can continue saleable at a remunerative price in the face of augmented supplies from other countries, is by permanent improvement in its cleaning and preparation ; and the importance of this cannot be overrated.

65. The export of cotton from India to the United Kingdom may have fallen off in some years, since the American war, owing to the preference given by English spinners to superior cotton from America ; but the demand for Indian cotton on the Continent of Europe has largely increased, and the exports from India to the Mediterranean ports appear, according to the statistics published in the *Gazette of India* of 16th November 1872, to have advanced from £148,994 value in 1867-68 to £1,465,785 value in 1871-72. Of the last saw-ginned Dharwar cotton crop we are informed that about three-fourths was consumed on the Continent, chiefly in Russia. So far as we can form an opinion on the position and prospects of Indian cotton, we think that India will preserve her cotton trade, and that, in considering any railways in the Southern Maratha Country, it may reasonably be assumed that the cotton production of that part of India will be maintained.

66. In para. 19 of the Secretary of State's despatch before mentioned, the quantity of row cotton exported from British India during each of the six years ending 1870-71 is quoted, and attention is drawn to the apparent decline in the exports which the figures exhibit. But, according to the official return published in the Supplement to the *Gazette of India* of 16th November 1872, the export of raw cotton from British India during the year 1871-72 amounted to 809,246,087 lbs. of the value of £21,272,430 sterling, the figures being nearly equal to those of 1865-66, and much higher than those of any intervening subsequent year. It is right, however, to add that these figures, which are for the financial year ending 31st March, do not give a correct indication of each season's crop, and should be accepted with reserve for purposes of comparison, as the periods at which the crop is ready in the districts and is exported are irregular, and vary in different years. For instance, the cotton crop of the season 1871-72 was unusually early in Western India, and a much larger proportion of it was shipped prior to the 31st March 1872, than was the case with the crop of 1870-71 prior to the 31st March 1871, or than will probably be the case with the crop of 1872-73 prior to the 31st March 1873.

67. Adverting to para. 33 of the despatch of the Secretary of State, calling for certain information relative to the districts which will be served by the line from Carwar to Gudduck, a statement is appended showing the estimated area and population for square mile, and the extent of land in acres, of which about one-third is capable of cultivation with cotton annually by rotation.

68. The majority of the population, as almost throughout India, is agricultural, and 30 per cent. would be an outside estimate of the proportion employed in trade, manufacture, and other non-agricultural pursuits. As regards the portion included in the Bombay territory, comprising an area of about 7,110 square miles, the coun-

try is more thickly inhabited, the land more fertile, and the population less encumbered with debt, than in the Deccan districts further north. There are in the Carnatic very few Marwari money-lenders. The Guzars and other resident traders of foreign extraction meet a race who can compete on equal terms for the profits of commerce. The inhabitants of these southern cotton fields have a keen spirit for trade, and it is not an uncommon thing for a well-to-do cultivator to combine a certain amount of banking business with his other avocations.

69. The successful introduction over a large area of the Foreign New Orleans cotton staple, while the experiment, though repeatedly made elsewhere, has invariably failed of permanent success, evinces a speciality of climate and some adaptability of the people for change of system, provided it offers a reasonable prospect of improvement and profit. In the case of the New Orleans staple, another operation is essential to give the interest concerned, both in England and India, the full benefit of the local efforts for production. It requires specially adapted saw-gin machinery, the inspection of which is undertaken by Government officers; and the opening of a railway would tend to induce dealers, and through them the growers, to co-operate with the Government Inspectors in placing the New Orleans staple in the market in a better condition than at present. In the Dharwar Collectorate the New Orleans cotton last year represented three-fifths of an area of upwards of half a million of acres under cotton.

70. It cannot, as far as we are informed, be alleged that there is any appearance of increase in manufactures, either for foreign export or for home consumption; but the comparative diminution in the number of native hand-looms indicates a result, which is confirmed by actual observation, that machine-made cloth is very generally displacing the native local manufacture, and that, by whatever route carried, an addition to this class of imports, termed piece-goods, may be reasonably expected. The question of the direction in which a railway should be constructed, in order to secure the greatest facility for distribution of general import trade, inclusive of piece-goods, in the districts under review, is considered in another part of this report.

71. We have not overlooked the diminution in the imports of cotton goods from the United Kingdom into British India during the financial year ending 31st March 1872 (*Gazette* of 16th November); but, as far as we have means of judging, we regard this rather as a fluctuation in the course of trade than a symptom of decreased consumption in the country.

72. In connection with the question of Railway communication with the Southern Maratha Country, it is proper to draw attention to certain advantages which the State would derive indirectly from its accomplishment. The possible enhancement of the land assessment has been brought forward in previous reports, and is estimated at about one and a half lakhs per annum, this being the augmentation immediately due to the construction of a railway. The opening out of the valuable Canara Forests by the projected Carwar line would increase the revenue in the Forest Depart-

ment. The connection by railway of the Dharwar District with the salt manufactures on the coast would tend to diminish smuggling and to increase consumption, while the construction of any railway would greatly facilitate any efforts which might be made to permanently improve the mode of preparation of the cotton, and consequently its market value.

73. We have abstained from any allusion to the manifest political and military advantages which would result from the introduction of railways into the Southern Maratha Country, and have treated the question on financial and commercial grounds only.

74. We now beg to summarize briefly the conclusions at which we have arrived in this report:—

1. That the railway from Carwar to Gudduck ought to be constructed and equipped for 110 lakhs, including interest during construction, or at the rate of about £7,560 per mile.

2. That the traffic of the railway from Carwar to Gudduck may be expected to reach about 10 lakhs per annum within a reasonable period, say 3 years after the completion of the line.

3. That, taking the working expenses at 55 or 60 per cent. of the above receipts, there would be a net return of 4·09 or 3·63 per cent. on a capital outlay of 110 lakhs.

4. That no trade from Ratnagherry and very little from Vingorla is likely to be attracted to Carwar, but that most of the trade from Cocmpta will be gradually transferred to Carwar.

5. That no extensive works in Carwar harbour need be undertaken at present; but that the immediate outlay should be confined to minor improvements, costing about 2½ lakhs, apart from railway expenditure.

6. That if the choice rested between two lines only—(1) from Carwar to Gudduck, or (2) from Decksal, Sholapore, or some point on the G. I. P. Railway to Hubli, or some point in the centre of the Dharwar cotton field—we should prefer the latter.

7. That we concur in the larger scheme of the Government of India for a system of railways in the Southern Mahratha Country, and as part of that scheme we should give precedence to the Carwar Railway, which, however, we think should not be isolated, but should be undertaken in the first instance from Carwar to connect with the Indian Railway system at Bellary.

8. That extensions northwards to the G. I. P. Railway, and southwards to Mysore, might remain for later consideration, except, perhaps, a short branch from Hubli to Bunkapoor.

9. That we believe the production of cotton on which any railways in the Southern Mahratha Country will greatly depend for revenue will be maintained.

10 That the general advantages of opening up the Southern Maratha Country and cotton fields by railways would be considerable, and merit the attention of Government.

75. Finally, we desire to express our acknowledgments for the assistance which in our inquiry has been rendered by the gentlemen who have given evidence before us, and by the officers and departments of Government who have furnished the information and

returns for which we deemed it necessary to call.—We have the honour to be, &c.,

W. H. HAVELOCK, Revenue Commissioner, S. D. } President.
W. C. ANDERSON, Colonel, Survey and Settlement Commissioner, S. M. C. Mysore and Dharwar.
H. ST. CLAIR WILKINS, Colonel, R. E., Acting Superintending Engineer, S. D.
H. F. HANCOCK, Lieutenant-Colonel, R. E., Acting Consulting Engineer for Railways.
C. CURREY, Agent B. B. and C. I. Railway Company. } Members

Bombay, 11th January 1873.

P. S.—Since the foregoing report was prepared we have received from Government a communication from the Madras Government to the Government of India, covering a memorandum from Mr. Strange on a proposed extention of the Madras Railway from Bellary to Gudduck. We have expressed an opinion in favour of a Railway from Carwar to Bellary, which practically meets the case.

W. H. HAVELOCK, President,
Revenue Commissioner, S. D.

Bombay, 11th January 1873.

REPORT OF COMMITTEE APPOINTED BY GOVERNMENT.

No. 161 OF 1873.

BOMBAY CASTLE, *3rd February* 1873.

Letter from the Carwar Railway Committee, dated 11th January 1873, appointed under Goverment Resolution No. 947, dated 21st August 1872.

Submits their report on the projected Carwar to Gudduck Railway, and extensions and alternative lines, with maps, evidence, estimates, and returns.

RESOLUTION.—The report of the Committee should be forwarded to the Government of India, with an expression of the opinion of this Government that the Committee have conducted the enquiry with great care, and have submitted the conclusions at which they have arrived in a very clear and satisfactory form.

2. The result of their further enquiry is to disprove the vehement assertions made some time since to the prejudice of the Carwar Railway scheme, and to establish that this Railway may be made with every prospect of its yielding a direct return sufficient to make good the interest on the money required for its construction, and with a certainty that it will prove highly advantageous as a means of developing the southern districts of the Presidency.

3. His Excellency in Council now feels in a position to recom-

mend in the strongest manner the construction of the line from Carwar to Bellary, with a branch to Bunkapoor, and to express the hope that the Government of India will feel warranted in advising the Secretary of State to accord early sanction to the commencement of the work.

4. The survey party under Mr. Shaw has been reduced under recent orders, but he should now, after providing for the completion of the surveys, plans, and estimates for the extensions to Bellary and Sholapore which are now in hand, employ the remainder of the survey Staff in effecting the improvements indicated in the Committee's report as likely to result from further examination of portions of the Ghaut line.

5. The thanks of Government should be given to the Committee for the pains bestowed on the enquiry, and for the comprehensive and satisfactory report submitted.

6. Government also desire to record their appreciation of the services of Mr. Shaw, and the Engineers and Surveyors under him who have so far carried out the surveys of this difficult Railway in a manner highly creditable to them.

M. K. KENNEDY, Colonel, R. E.,
Secy. to Govt., Railway Department.

To

All Departments of the Secretariat.
W. H. Havelock, Esq., C. S
Colonel W. Anderson.
Colonel H. St Clair Wilkins, R. E.
Lieut.-Colonel H. F. Hancock, R. E.
C. Currey, Esq.
The Consulting Engineer for Railways.
C. J. Shaw, Esq.
A W. Forde, Esq.
The Secretary, Bombay Chamber of Commerce.

No. 531 of 1873.

EXTRACT from the Proceedings of Government in the Railway Department, dated 28th April 1873.

Read the following :—

FORT WILLIAM, *9th April* 1873.

To the SECRETARY to the GOVERNMENT of BOMBAY in the Public Works Department (Railway).

SIR,

No. 179, dated 5th February 1873.
" 236, " 18th " "
" 244, " 21st " "

I am directed to acknowledge the receipt of your letters noted in the margin, on the subject of the Carwar Railway project.

2. In reply, I am to inform you that, after due consideration of the Committee's very valuable Report, and of Messrs. Nicol and Co.'s offer to construct the Railway, the Governor General in Council has determined to recommend to Her Majesty's Government that the line from Carwar to Bellary shall be made. If the sanction of the Secretary of State is received, His Excellency in Council will then consider the urgency of this project, as compared with others which have occupied the attention of the Government of India.

3. His Excellency in Council does not contemplate the early execution of any branches to this Railway, and requests that an estimate of the cost of the Railway from Gudduck to Bellary may be prepared and submitted as soon as may appear convenient to the Governor of Bombay in Council.

4. Messrs. Nicol and Co.'s offer to construct and work the line have been separately referred for the orders of the Secretary of State.—I have, &c.,

H. DRUMMOND, Colonel, R. E.,
Offg. Depy. Secy., Govt. of India, P. W. D., Railway.

RESOLUTION.—A copy of this letter, and of the letter of this Government No. 179, dated 5th February, should be furnished to the Consulting Engineer for Railways, the President and Members of the Carwar Railway Committee, the Secretary to the Chamber of Commerce, and Messrs. Nicol and Co., and should also be placed in the Editors' room.

2. The Consulting Engineer should report when the plans and estimates for the line from Gudduck to Bellary will be ready for submission.

J. A. FULLER, Colonel, R. E.,
Acting Secretary to Government.

To

All Departments of the Secretariat.
The Consulting Engineer for Railways.
W. H. Havelock, Esq., C. S., President of the Carwar Railway Committee.
Colonel W. C. Anderson.
Colonel H. St. Clair Wilkins, R. E., } Members.
Colonel H. F. Hannock, R. E., }
C. Currey, Esquire.
The Superintending Engineer, Carwar and Hubli Railway Survey.
A. W. Forde, Esq.
The Secretary of the Bombay Chamber of Commerce.
Messrs. Nicol and Co.

No. 179 of 1873. .

From the SECRETARY to the GOVERNMENT of BOMBAY; to the SECRETARY to the GOVERNMENT of INDIA.

SIR,—With reference to correspondence marginally noted, I am directed to submit the report of the Committee convened in accordance with the instructions of the Government of India to consider and report upon the subject of Railway communication in the Southern Mahratta Country, and especially on the scheme for a railway to connect the cotton districts with the Port of Carwar. I am also directed to submit a copy of the Resolution passed with reference to this report by the Bombay Government, and to offer the following remarks.

Bombay Government No. 906, dated 9th August 1872.
Government of India No. 1062, S. R., dated 3rd August 1872.
Do. No. 1378-80. S. R., dated 24th September 1872.
Do. No. 1411 S. R., dated 3rd October 1872.
Do. No. 1461, S. R., dated 9th October 1872.
Do. No. 02, S. R., dated 11th November 1872.
Do. No. A., S. R., dated 27th August 1872.
Government of Madras to Government of India, No. 2458, dated 18th October 1872.

2. The Committee have gone very carefully into the items of Mr. Shaw's estimate for the construction of the railway, and have added about 35 per cent., made up partly of increases in quantities and rates of work, and partly of items omitted, such as preliminary expenses and survey (3 lacs), landing wharf and siding for Railway materials (1 lac), and interest on capital during construction (9 lacs). The Committee have also suggested the addition of 2½ lacs to the total thus obtained for improvements to the Port of Carwar, the total expenditure required being, according to their estimate, about 112½ lacks.

3. In my letter No. 1426, dated 21st November 1871, placing the Carwar Railway project before the Government of India, certain deficiencies in Mr. Shaw's original estimate were pointed out and 10 lacs were put down for improvements to the Port of Carwar, the total expenditure required being given as about 100 lacs or a million sterling. This did not include interest on capital during construction, which it has not hitherto been usual to include in estimates submitted to the Government of India, so that the Committee's estimate for the entire scheme exceeds the estimate of this Government submitted in 1871 by 3½ per cent. only—the increase in the price of iron, which has meanwhile gone up considerably, nearly accounting for the difference. I am directed to call attention to these figures, as it has been made a charge in some quarters against this Government, that they misled the Government of India into expressing approval of the project by a fallacious estimate of probable outlay involved.

4. In the same letter calculations were made of the probable revenue, based on returns submitted with Colonel Trevor's reports No. 2781 A dated 29th September 1869 but the returns thence de-

duced were expressly stated, para. 7 to be a *maximum* estimate. The calculations of the Committee on the other hand have been most cautiously and carefully framed, and may fairly be regarded as *minimum*. They represent that which according to the Committee's view may be safely reckoned on; and the mode in which the Committee have arrived at their conclusions is so clearly detailed that it would be only repetition to state their arguments.

5. It is true that both as regards capital expenditure and revenue, many unexpected circumstances may arise to disturb calculations, but as far as it is possible to forsee in such a case as this, it may be assumed, that the railway will not cost more than the Committee think it will, and that it will earn the revenue they calculate upon. There is a difference of opinion in the Committee as to the percentage which the working expenses are likely to bear to the receipts. The arguments employed on both sides are given at pages 6 and 7 of the report, and cannot be more concisely stated; but I am to point out that one argument of considerable weight in support of the lower estimate of working expenses was not alluded to by Colonel Hancock or the majority who concurred in his views, viz. the saving likely to result from the adoption of the metre gauge with stock expressly designed to give a minimum proportion of dead to paying load. The calculations before the Committee (with the exception of Mr. Forde's) were drawn from experience gained on lines on the board gauge on which the rolling stock gives results which are admitted on all sides to be unsatisfactory in this respect; one of the most important questions at the present time being how to improve the designs, so as to overcome this defect. With lighter stock and a low rate of speed, wear and tear and cost of maintenance will also be less, and this has not been taken into account in the calculation.

6. This Government, I am to state, concur in the Committee's view that no extensive works need be undertaken in the Carwar harbour at present. With the minor improvements recommended by the Committee it will probably be quite equal to what will be required of it for some years after the Railway is made.

7. The general advantages which the Committee allude to as likely to attend the construction of this line, are those which would attend any improved system of communication in a rich country imperfectly provided with such communication, and include both Military and Political considerations; and it is not necessary to refer at length to what the Committee in their 72nd para. term "indirect" advantages (though these might properly be included under the "direct" advantages), which would, however, weigh greatly to turn the scale in favour of the scheme even if in other respects the case were a doubtful one; but I am to state that in the opinion of this Government the considerations advanced in your letter No. 1062 of the 3rd August last, more especially in the 6th para., have very great force. It cannot but be for the interests of the country generally to open up another efficient port on the Coast of Western India, now so destitute of har-

bour accommodation in easy communication with the interior; and it is clear, as the Government of India observe, that when all the projected branches and feeders of the Great Indian Peninsula Railway are at work, the system of communication wholly dependent on that line will be very large, while its efficiency depends upon the successful, and uninterrupted working of the Ghaut incline, which must always regulate and limit the amount of traffic that can be dealt with.

8. After again considering the question in all its bearings, this Government, as stated in their resolution, desire to support most strongly the construction of the line from Carwar to Bellary with a branch to Bunkapoor as recommended by the Committee. Extending the line to Bellary will meet the objections urged against the Carwar Railway on the ground of the uncertainty of communication by that route during the monsoon, will to a certain extent satisfy all parties concerned in the trade of the Southern Maratha Country, and will ensure a regular traffic to the line throughout the year.

9. As intimately bearing on the question of the construction of this line, I am directed to submit an offer made by Messrs Nicol and Co. of Bombay to undertake the line from Carwar to Gudduck with the aid of certain capitalists in the manner described in their letters dated 21st September and 16th October 1872, and 18th January 1873, which sufficiently explain the nature of their scheme.

10. Messrs. Nicol and Co. have since informed this Government that the matter as now put involves only a question of principle, and that if the principle be accepted the details can be modified to suit the views of Government, and further, that they would be prepared to agree to the same amount of control and supervision as regards construction and working as is exercised by Government in the case of the guaranteed lines; and to the general terms of the contract with the guaranteed railway companies as far as applicable.

11. It appears to this Government that there would be many advantages in accepting Messrs. Nicol and Co.'s proposals (provided they will undertake the whole line to Bellary) instead of Government themselves constructing the railway as a State line. Applying the minimum calculation of net earnings given by the minority of the Committee, namely 3·63 per cent. on a capital of 110 lacs, it would be about a hundred years before the guarantee fund of 10 lacs to be deposited under Messrs. Nicol and Co.'s scheme would be exhausted by withdrawals to make up the normal rate of 4 per cent. Thus Government would be practically secured against loss on account of interest in consideration of foregoing the prospect of direct benefit in surplus revenue; but the chief advantage would be, that should the scheme be successful in this instance and profitable to the promoters, it will be followed by numerous similar applications, and thus the object may be attained which Government have hitherto endeavoured unsuccessfully to

gain, of gradually inducing native capitalists to invest in railway enterprise in India. Should the Government of India be disposed to think favourably of the plan, Messrs. Nicol and Co. might be desired to submit the details alluded to in their first letter, and a draft agreement might be drawn up for approval.—I have, &c.,

M. K. KENNEDY, Colonel R.E.,
Secretary to Government, Railway Dept.

Bombay Castle, 5th February 1873.

APPENDIX R.

THE BROOKE ORPHAN FUND.

BOMBAY, 30*th July* 1873.

To the MEMBERS of the BOMBAY CHAMBER of COMMERCE.

Memo.

The subscribers to the fund for the maintenance and education of the children of the late Mr. Brooke (formerly Secretary to the Chamber) were asked a short time ago to give their consent to the balance of the fund remaining in the hands of the Chamber being paid over to the Scottish Education Society on condition that the Society undertook to feed, house, clothe, and educate the three youngest of the orphan children until they had an opportunity of earning their own living—or were otherwise satisfactorily started in life. (The other children of the late Mr. Brooke have been provided for by different liberal friends and relatives.)

The subscribers having agreed to the proposal I laid it before the Society at its last meeting. The Rev. Mr. Macpherson and other members present stated they had been given to understand that some of the subscribers to the fund had expressed an opinion that the sum in the Chamber's possession might easily be raised to about Rs. 6,600 if the Society thought that about Rs. 5,300 (all that now remains of the fund) would be insufficient for the children's maintenance. It was further explained that the Society does not take boarders and that a payment of at least Rs. 25 per mensem would therefore have to be paid by the Society to the Head-master for the children's food alone; also that it was calculated that if the children were kept by the Society only till each attained the age of 16 years, a capital sum of Rs. 6,600 paid down now and whatever interest might be obtained on that sum (or rather the unexpended portion thereof from year to year) would be required to pay the Rs. 25 per head monthly for food.

Consequently the Society in offering to take the children for Rs. 6,600 would not be paid anything either towards the clothing or education of the children.

The Committee of the Chamber before whom I laid the above details agree with me that an effort should be made under the circumstances to augment the existing fund by Rs. 1,300 or Rs. 1,400, and requested me to write out this memo. for the information of our members.

I had not the pleasure of knowing Mr. Brooke personally, but I hear that he was universally respected and did good service for the mercantile community. When the fund was raised in the first instance the children were not utterly destitute, as they were befriended by Mr. H. G. Lawson; but the death of that gentleman leaves them entirely unprovided for, and it appears to me that we ought not to miss the opportunity of placing the three children in such a very satisfactory position, especially on such very reasonable terms.

With the consent of the Committee (of the Committee) of the Chamber, I make therefore this appeal to the members.

JOHN K. BYTHELL, Chairman.

ADDITIONAL SUBSCRIPTIONS TO THE BROOKE CHILDREN FUND.—(*30th July* 1873.)

	Amount.	Paid.
Gaddum & Co	Rs. 50	30th July 1873.
W. Nicol & Co	50	Do.
Ritchie, Steuart & Co.	50	Do.
Ralli Brothers	50	Do.
Wallace & Co	50	Do.
Framjee, Sands & Co	50	Do.
C. Macdonald & Co	30	2nd August 1873.
Finlay, Scott & Co	50	4th August 1873.
Lyon & Co	50	Do.
Stearns, Hobart & Co	30	Do.
Killick, Nixon & Co	30	Do.
Volkart Brothers	50	Do.
Knoop & Co	50	Do.
Campbell, Mitchell & Co	50	5th August 1873.
Ewart, Latham & Co.	50	Do.
H. Clason & Co	30	Do.
Forbes & Co	50	6th August 1873.
Jules, Siegfried & Co	30	Do.
Lawrence & Co	30	Do.
P. Pro. Finlay, Muir & Co	50	7th August 1873.
David Sassoon & Co	50	Do.
A. C. Gumpert	30	Do.

No. 192 of 1873.

BOMBAY CHAMBER OF COMMERCE, *6th August* 1873.

To Rev. D. C. BOYD, M.A., Rev. D. MACPHERSON M.A., Joint Honorary Secretaries, Scottish Education Society, Bombay.

DEAR SIRS,—I am desired by the Committee of Management of the Chamber of Commerce to offer to the Scottish Education Society, on behalf of the subscribers to the "Brooke Orphan Fund," the sum of six thousand rupees now in hand together with such further amount as may still be subscribed on a requisition for further subscriptions now in course of circulation amongst the members of the Chamber. On the conditions that the Society receive and undertake to maintain, clothe, and educate the three youngest children of the late Mr. Henry Brooke until such time as opportunities offer for starting them in life.

I am of course unable at present to state what sum in addition to the six thousand rupees above mentioned will be raised, but the Committee think that there is probability of the Rs 6,600 in all (the aggregate amount mentioned to the Chairman of the Chamber, the Hon'ble J. K. Bythell, as being necessary at a meeting of your Committee which he attended last month) being obtained.—I am, dear Sirs, yours faithfully,

JAMES TAYLOR, Secretary.

BOMBAY, *9th August* 1873.

To JAMES TAYLOR, Esq., Secretary Bombay Chamber of Commerce.

DEAR SIR,—I have the honour to acknowledge receipt of your letter dated the 6th instant, in which you "offer to the Scottish Education Society, on behalf of the subscribers to the 'Brooke Orphan Fund,' the sum of six thousand rupees now in hand, together with such further amount as may still be subscribed on a requisition for further subscriptions now in course of circulation among the members of the Chamber, on the condition that the Society receive and undertake to maintain, clothe, and

educate the three youngest children of the late Mr. Henry Brooke until such time as opportunities offer for starting them in life."

I am empowered by the Cimmittee of the Scottish Education Society to accept the above offer on the condition mentioned, and on behalf of the Society I hereby do accept the same and undertake accordingly.

I shall be happy to receive at your earliest convenience the money already subscribed, and I trust that the subscriptions still to be made will bring up the entire amount to at least Rs. 6,600, the sum estimated by my Committee as necessary for the education and maintenance of the children. —Yours faithfully,

D. C. BOYD,
Joint Secretary, Bombay Scottish Education Society.

No. 202 of 1873.

BOMBAY CHAMBER OF COMMERCE, 11*th August* 1873.

Rev. D. C. BOYD, Honorary Joint Secretary Bombay Scottish Education Society, Bombay.

DEAR SIR,—I have the honour to acknowledge the receipt of your letter of 9th inst. agreeing on behalf of the Committee of the Scottish Education Society to receive, educate, and maintain the three youngest children of the late Mr Henry Brooke on the terms mentioned in my letter of the 6th inst., and I have now the pleasure to hand you herewith a cheque on the New Bank of Bombay for the sum of rupees six thousand (Rs. 6,000), such further subscriptions as may be received shall be paid to you as promptly as possible.—Yours faithfully,

JAMES TAYLOR, Secretary.

P.S.—Be so good as to acknowledge the receipt of the cheque.

J. T.

BOMBAY, 12*th August* 1873.

To JAMES TAYLOR, Esq., Secretary Bombay Chamber of Commerce.

DEAR SIR,—I have the pleasure to acknowledge receipt

of your letter of yesterday's date, enclosing cheque on the Bank of Bombay for the sum of rupees six thousand (Rs. 6,000), and promising payment of such further subscriptions as may be raised on behalf of the three youngest children of the late Mr. Henry Brooke; such payment being made in consideration that the Scottish Education Society receive the said children on the conditions mentioned in your letter of the 6th instant.—Yours faithfully,

D. C. BOYD,
Joint Secretary Bombay Scottish Education Society.

No. 241 of 1873.

BOMBAY CHAMBER of COMMERCE, *3rd October* 1873.

Rev. D. C. BOYD, M.A., Joint Honorary Secretary to Bombay Scottish Education Society, Esplanade.

DEAR SIR,—Referring to my letter of 11th August, I now beg to forward herewith a cheque for Rs. 313-7 annas being the amount of additional subscriptions collected from members of the Chamber to the credit of the fund for the orphan children of the late Mr. Henry Brooke; the receipt of which kindly acknowledge. I regret to state that I cannot hold out hope of any further subscriptions being received. —Yours faithfully,

JAMES TAYLOR, Secretary.

APPENDIX S.

GOVERNMENT OF INDIA MISSION TO EASTERN TURKISTAN.

No. 877 P.

SIMLA, 6*th May* 1873.

From the SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by the Viceroy and Governor-General in Council to inform you that it is in contemplation by Government shortly to despatch a Mission to Yarkand for the object of concluding a Commercial Treaty with the Ruler of that country. His Excellency in Council further desires me to say that he would be glad to be favoured with any suggestions which the Bombay Chamber of Commerce may desire to offer on the subject of the development of trade with Yarkand, and more especially with regard to the conditions in respect to trade, that should form the subject of negotiation with the Yarkand Government.—I have, &c.,

C. U. AITCHISON,
Secy. to the Govt. of India, Foreign Dept., Political.

No. 142 of 1873.

BOMBAY CHAMBER of COMMERCE, 31*st May* 1873.

C. U. AITCHISON, Esq., Secy. to the Govt. of India, Foreign Dept., Simla.

SIR,—I have the honour by direction of the Committee of Management of this Chamber to acknowledge the receipt of

of your No. 877 and dated 6th instant, stating that it is in contemplation by the Government of India shortly to despatch a Mission to Yarkand for the object of concluding a Commercial Treaty with the Ruler of that country, and requesting to be favoured with any suggestions which the Chamber may desire to offer on the subject of the development of trade with Yarkand, and more especially with regard to the conditions in respect to trade that should form the subject of negotiation with the Yarkand Government.

2. In reply I am to state for the information of His Excellency the Viceroy and Governor-General in Council that the Chamber has heard with much interest of the intention of the Government of India to despatch a Mission of the character above mentioned, to the Ruler of Eastern Turkistan, and the Committee are hopeful, that if the object in view be carried out in a liberal and considerate spirit (of which indeed there is no reason to doubt), the Mission cannot fail to be productive of important trading results to both India and Turkistan.

3. The Committee however feel considerable diffidence in offering suggestions to His Excellency the Viceroy in Council on a subject, which though important, is one on which they are but very imperfectly informed.

4. The little knowledge they possess regarding the trade between India and Eastern Turkistan is mainly derived from the interesting reports made by Dr. Cayley, late Commissioner at Leh, to the Punjab Government which have been made public from time to time within the last five years in the *Gazette of India*.

5. A valuable report on the trade and resources of the countries on the North Western Boundary of British India was compiled and published under the directions of the Punjab Government about ten or twelve years ago, but when the report appeared, trade between India and Yarkand was at a standstill owing to the unsettled state of the whole country now known as Eastern Turkistan.

6. This state of things is now entirely altered, trade has for several years been steadily reviving, and the Ruler of Yarkand, Atalik Ghazee, has given proof of his sincere desire to cultivate commercial and friendly relations with the Government of India by sending envoys on two separate occasions to His Excellency the Viceroy.

7. The trade between India and Yarkand has hitherto been somewhat insignificant, scarcely amounting in value to three or four lacs a year; but the physical and other obstacles at present existing are so great, that it is almost a marvel there should be any trade at all; and only a people thoroughly imbued with a passion for trading could carry on in the face of so many difficulties and dangers.

8. According to Dr. Cayley's reports the export trade from India to Yarkand is at present of a very miscellaneous character, the chief article appears to be piece-goods of British manufacture for which there seems a good demand, and there can be little doubt that under favourable conditions the export trade, in both cotton and cloth goods of British manufacture, would in a short time become one of no small importance.

9. With a good understanding established between the Government of India and the Ruler of Yarkand, there seems to be only two obstacles of a serious nature to the development of an international trade between the two countries, and these are—(1) the want of good means of communication; and (2) the heavy transit duties which are at present levied.

10. The first mentioned is so serious an obstacle as to be in some respects insurmountable. Dr. Cayley states that in the 350 miles (or 30 marches) between Leh and Yarkand "the road goes over five high passes, the lowest nearly 18,000 feet, and three of them covered with perpetual snow or glacier, and the road is so bad and the difficulties so great, that nearly 20 per cent. of the horses die on the journey. On nearly all the passes too, the merchandize has to be tranferred from horses to yaks. The most intense cold has to be endured and great obstructions are met with from large unbridged rivers, and the expense of carriage is consequently very great."

11. But though some of these obstacles are no doubt irremovable, the difficulties of the journey, it has been stated, may be greatly alleviated by repairing the road in many places, where it is extremely bad, at comparately small expense; and by making better provision at the various stages of the journey for the shelter and protection of the traders.

12. The transit duties, it may be more in the power of the Government of India to deal with: the heaviest seem to be in the territory of the Maharajah of Cashmere, and these

duties have been long a source of most serious complaint by those concerned in the trade with Central Asia.

13. As regards the trade between the Punjab and Yarkand, there is however the direct route through Kullah by which the Cashmere territory may be avoided, and the use of this route by the traders should in every way be encouraged by our Government.

14. In any commercial treaty that may be entered into between His Excellency the Viceroy and the Ruler of Yarkand, the Committee would respectfully suggest that the utmost freedom of trade between the two countries be provided for with complete protection to the traders so that they may be free to carry on their trade without hindrance or molestation.

15. It may not be in the power of the Government of India to secure for the goods exported from India to Yarkand entire immunity from all duty on their importation, but it is important that any duties that may be levied should be low as regards the rates, and that they should be levied with as little trouble and annoyance to the traders as possible.

16. The Committee respectfully recommend to His Excellency in Council that on the articles imported into India from Yarkand no duty should be levied, the trade at present is very small, but it may improve rapidly if left entirely free.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 1393 P.

SIMLA, *24th June* 1873.

From the SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 31st ultimo, and to convey the acknowledgments of His Excellency the Viceroy and Governor General in Council for the suggestions of the Bombay Chamber of Commerce on the subject of the development of trade with Yarkand, and the conditions in respect to trade that should form the subject of negotiation with the Yarkand Government by the Mission which is to be deputed there.

2. With reference to the 12th paragraph of your letter regarding the levy of transit duties by the Maharajah of Cashmere, I am instructed by His Excellency in Council to invite your attention to the 8th Article of the Treaty* concluded with the Maharajah of Cashmere on the 2nd April 1870, by which His Highness agreed to levy no duties on goods for the Turkistan market taken in bulk through his territories—I have, &c.,

* Vide Notifications in *Gazette of India*, No. 788 P., dated 16th May 1870, and No. 1470 P., dated 5th July 1872.

C. U. AITCHISON,
Secy. to the Govt. of India, Foreign Dept., Political.

No. 160 of 1873.

BOMBAY CHAMBER OF COMMERCE, *8th July* 1873.

C. U. AITCHISON, ESQ., Secy. to the Govt. of India, Foreign Dept., Simla.

SIR,—I am directed by the Committee of Management to acknowledge the receipt of your No. 1393 P., dated 24th ultimo, inviting the attention of the Chamber to Article VIII. of the Treaty concluded with the Maharajah of Kashmere on the 2nd April 1870, in reference to the 12th para. of the letter I had the honour of addressing to you dated 31st May, on the subject of the development of trade between India and Eastern Turkistan.

2. In reply I am to express the acknowledgments of the Committee to His Excellency the Viceroy in Council for drawing their attention to the treaty above referred to, together with the rules providing for "the refund of duty on goods exported from British Territory to Cashmere or to Central Asia (Turkistan) via Cashmere, published as notification No. 1470 P., dated 5th July, in the *Gazette of India*, dated 6th idem."

3. Article VIII. of the Treaty in question no doubt abolishes transit duties on goods passing through His Highness's Territory to Central Asia as completely as it can be done by treaty; but for all this it is to be feared it will be anything but easy to prevent the intimidation of native traders by

local officers in the service of His Highness long accustomed to make exactions, in themselves illegal, unless very stringent measures are adopted for preventing all attempts of such a character.

4. The experience of Dr. Cayley clearly points out this danger—when in reference to the monopoly enjoyed by the Cashmere Government in the import of Turfani wool he pointed out in one of his reports—that though the monopoly of this valuable import from Yarkand to Cashmere was now abolished, and that the Yarkand traders were free to export the wool by any route they pleased—"he states that such was the dread of offending the local officers (of the Maharajah of Cashmere) who up to the very last tried to intimidate the traders on this point that very few ventured to purchase and export this article."

5. The concluding portion of Article VIII. of the Treaty in question—to the effect that, "on goods imported into, or exported from, His Highness's territory, whether by the aforesaid free highway or any other route, the Maharajah may levy such import or export duties as he may think fit"—seems to the Committee of questionable expediency, and they trust different language will be used in any treaty which His Excellency the Viceroy may enter into with the Ruler of Yarkand.

6. Heavy export or import duties may be as fatal to trade as the old Indian transit duties were, and unlimited power conceded to a semi-civilized Government for the imposition of such duties under a commercial treaty, may possibly be exercised more for the personal aggrandisement of the ruler than for the commercial interests of the country he governs.

7. The Comittee desire to take this opportunity respectfully to represent to His Excellency the Viceroy in Council the serious disadvantage under which this part of India labours in reference to its trade with Northern India and the Punjab, and thence to the various markets of Central Asia from the want of direct railway communication from Bombay through Rajpootana to Delhi.

8. Twenty years ago when railway enterprise in India was in its infancy, and when on this side of India the only means of communications with the interior were the ordinary country roads, Bombay enjoyed a large trade in Eng-

lish manufactured goods with Northern India and the Punjab, both via Sind and Rajpootana.

9. While however there has now been direct railway communication between Calcutta and Lahore for several years, little has been done during the last nine, to carry out the system of railway communication intended to connect Bombay with Northern India through Rajpootana, though it has been declared to be a matter of the first importance by almost every Government since the time of Lord Dalhousie.

10. The Committee therefore trust the scheme of railway communication so long promised may shortly be proceeded with, otherwise it is to be feared serious injury will have been inflicted on the old and long established commercial relations between Bombay, Rajpootana, and Northern India.

11. The latest information before the Chamber on the subject of railway communication from a point on the B. B. & C. I. Railway to Ajmere is the Resolution of the Government of India in the Public Works Department, dated 1st November last, giving instructions regarding new surveys then about to be entered upon.

12. Beyond this point the Chamber has no information, and I am now directed by the Committee of Management respectfully to request His Excellency the Viceroy in Council will do them the favour to inform them whether the surveys referred to have been completed; and whether there is any probability of the proposed line being commenced from Ahmedabad or such other places on the Bombay, Baroda, and Central India line, as may have been determined on, by the beginning of next cold season.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 1782 P.

SIMLA, *8th August* 1873.

From the UNDER-SECRETARY to the GOVERNMENT of INDIA to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In reply to your letter dated 8th ultimo, I am di-

rected to convey the thanks of His Excellency the Viceroy and Governor General in Council for the suggestions of the Bombay Chamber of Commerce in connection with the development of trade between India and Eastern Turkistan. Their views will receive full consideration at the hands of Government.

2. I am to add that His Excellency in Council entertains hopes that an import duty of 2½ per cent. will be agreed to by Yarkand, although nothing definite can yet be said on the subject.—I have, &c.,

H. HENDERSON,
Under-Secy. to the Govt. of India, Foreign Dept., Political.

No. 214 of 1873.

BOMBAY CHAMBER of COMMERCE, *26th August* 1873.

To the SECRETARY to the GOVERNMENT of INDIA, Foreign Department, Simla.

SIR,—I am directed by the Committee of Management of this Chamber to acknowledge the receipt of Mr. Under-Secretary Henderson's letter No. 1782, dated 8th instant, and to express their satisfaction with the terms which His Excellency the Viceroy in Council is in hopes of arranging with the Government of Eastern Turkistan in the matter of import duties, though they are of course well aware that this is a subject on which nothing definite can be said at present.

In reference to paras. 7 to 12 of the letter which I had the honour of addressing to you, by direction of the Committee, dated 8th ultimo, I am now desired respectfully to request the favour of His Excellency the Viceroy in Council, informing the Committee on the points therein referred to on the subject of railway communication from Ahmedabad to Ajmere, in order that the fullest information on this important question may be laid before the members of the Chamber at the Annual Meeting to be held towards the end of next month.—I have, &c.,

JAMES TAYLOR, Secretary.

SIMLA, *24th September* 1873.

From the UNDER-SECRETARY to the GOVERNMENT of INDIA to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the second paragraph of your letter dated 26th ultimo, requesting certain information on the subject of railway communication between Ahmedabad and Ajmere, I am directed to state that it has been ascertained from the Public Works Department that the information required has been given to the Bombay Government for communication to the Chamber of Commerce.—I have, &c.,

C. E. BUCKLAND,

For Under-Secy. to Govt. of India, Foreign Dept., Political.

APPENDIX T.

PROPOSED CHANGES IN THE POSTAL TARIFF.

No. 4410 of 1872.

BOMBAY CASTLE, *14th November* 1872.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith Extract from the proceedings of this Government No. 4234, dated 1st instant, regarding a proposal by the Director General of the Post Office of India for important modifications in the postal tariff, and to request that you will be pleased to favour Government with the opinion thereon of the Chamber of Commerce at your early convenience.—I have, &c.,

WASSUDEV PANDURUNG,
For Acting Under-Secy. to Govt., General Dept.

No. 4234.

EXTRACT from the Proceedings of the Government of Bombay in the General Department, dated 1st November 1872.

READ the following circular letter from the Government of India, in the Financial Department (Separate Revenue), No. 3190, dated 7th October 1872 :—

I am directed to forward a copy of the accompanying letter* from the Director General of the Post Office of India, containing a proposal for important modifications in the postal tariff and to request that you will be good enough to move His Excellency the Governor of Bombay in Council to favour the Governor General in Council with such remarks as His Excellency may desire to offer thereupon.

* No. 2891, dated 31st August 1872.

R. B. CHAPMAN,
Secretary to the Government of India.

ORDER.—Ordered that a copy of this letter, and its enclosure, be communicated to the several departments of the Government of India, in case they have any observations to make.

No. 2891.

SIMLA, 31*st August* 1872.

From A. M. MONTEATH, ESQ., Director General of the Post Office of India, to R. B. CHAPMAN, ESQ, Secy. to the Govt. of India, Financial Dept.

I have the honour to request the consideration of Government to a proposed change of postage rates and conditions which will be described in the following paragraphs, and which is, I believe, calculated to afford great convenience to the public, as well as to simplify to no small extent the work of the Post Office. The change, I admit, is in many respects a radical one; but I have considered it carefully and hope to show that it is at once desirable and safe.

2. I have for some time felt that the present scale of letter postage designed primarily for letters of small weight is inapplicable to the heavier correspondence carried on by Government officials, and which would doubtless be carried on by private individuals with much convenience to themselves if only the charges fell less heavily upon this class of letters. Now that the mails are to so large an extent carried by railway, the question of weight is one of much less importance than it was formerly, and I feel that the facilities offered ought to be kept up with the means available. The number of private letters weighing more than one tola ($= \frac{72}{175}$ or $\frac{}{41}$ oz.) which are posted in India is quite infinitesimal, and, as respects the majority of the letters posted by natives, the Post Office could dispose of them with much greater convenience to itself if they were enclosed in large covers with sufficient room for a legible address and for the post marks which have to be impressed upon them. In other words, the Post Office would lose almost nothing of what it gets from the public by offering to carry 10 tolas instead of one, for the present postage rate of one anna, while every possible inducement would be given to the public to use large and substantial covers. At the same time, if this were done, the charge for official letters, which are always comparatively heavy and enclosed in good covers, would correspond more nearly to the real cost of their conveyance.

3. A difficulty, however, arises as regards the half anna rate of postage which carries at present half a tola in weight. That limit in weight cannot be altered without a very large sacrifice of revenue—a sacrifice far larger than the finances of the department can at present or will, perhaps, for a long time to come, be able to stand. The difficulty, therefore, consists in this, that, so long as the half tola weight unit is maintained for the half anna rate of postage, the department can hardly expect to secure the much desired convenience of good sized and substantial envelopes. I think, however, that if the liberal concession of extra weight be made for the higher rates of postage, the half anna rate may unobjectionably be limited to letters enclosed in the stamped envelopes issued by the Post Office. Notwithstanding the augmen-

tation of the weight unit in 1869 from one quarter of a tola to one-half tola, I find that but small improvement has taken place in the class of paper and size of cover used by the native public in India for the purpose of letter writing. The Post Office still finds itself compelled to dispose of native letters written upon the most flimsy paper, folded in such a way as to leave barely room for a legible address, and these addresses (frequently written for want of space on both sides of a small cover) are rendered still more difficult to read by the office stamps which have to be impressed upon them, the absence of any blank space on the cover rendering it absolutely necessary to impress the stamps over the address itself. Native correspondents, moreover, have the almost invariable habit of mixing up together in the address the names of provinces, districts, post towns, and particular localities of such post towns, thus rendering the address still more liable to misconstruction. All this, of course, gives rise to unavoidable delay in the sorting and disposal of mails, so that not merely native letters, but other letters forwarded or received with them, suffer detention, which might, under other circumstances, be avoided. And as respects the native letters themselves they become subject to various irregularities, such as mis-sending and mis-delivery resulting from an address more or less difficult to decipher.

4 To remedy this state of things, the only plan, in my opinion, is to limit the half anna rate to the stamped envelopes issued by the Post Office, and if this were done, the indent, for further supplies of such envelopes might be made out for a class of envelope considerably larger than those now in use. I find that the small sized official envelope, 5 inches long by 3¼ broad, weighs only 1/6th of a tola, so that the ordinary native letter, if enclosed therein, would not exceed the half tola limit, while all the advantages of a good and well proportioned cover would be secured.

5. If this plan be adopted, the Indian "post envelope," embossed with a half anna stamp, would very much correspond to the English "post card," embossed with a halfpenny stamp, prepayment being in both cases made compulsory by the embossment of the stamp, and the only difference being that the Indian "post envelope" would provide for private communications in ordinary letter form, while privacy is wholly precluded by the English "post card."

6. Post envelopes should then be sold at all Post Offices, Receiving Houses, &c., at the value of the stamps borne by them, the extra charge of two annas per packet of 16 envelopes being discontinued. The actual *cost* of the envelopes is less than two annas per packet, and will be more than covered by the reduction of the discount allowed on purchases of postage stamps generally, which I shall propose to Government in a separate letter.

7. Regarding, therefore, the Indian "post envelope" with its half anna embossed stamp and its half tola limit of weight as, so to speak, a special provision corresponding to the English "post card," the way is cleared for dealing with the

higher rates as may seem most convenient. I have already shown that this can be done with great additional convenience to the public no less than to the Post Office, and at the same time with little, if any, loss of revenue. Of course, the compulsory pre-payment of the half anna rate might cause a loss of revenue, by depriving the department of the double rate now levied on unpaid letters of that class, but this would, in my opinion, be counterbalanced by the minimum unpaid rate becoming, under the proposed system, two annas instead of one.

8. Having now explained what I may call the main features of the proposed system, viz., a one anna rate for letters not exceeding ten tolas (instead of one tola, as at present,) and a half anna "post envelope," carrying half a tola (instead of a half anna rate carrying half a tola, irrespective of the kind of cover), I proceed to indicate the other features of the scheme.

9. In India there have always been two modes of postal conveyance, viz., the quick conveyance of letters and newspapers termed "Letter Post" and the slower conveyance of parcels, book packets, and pattern packets, termed "Banghy Post;" and under each of these two divisions there has been a subordinate classification, viz., registered and unregistered. Registered correspondence, sent by the letter mail, has been charged at ordinary letter rates, together with a fixed registration fee (four annas) per cover, while in the banghy post the registration rates (commonly termed parcel rates) have been fixed at so much per rate above the ordinary scale. The present rates are as follows:—

Book Packets, one anna per 10 tolas.
Pattern Packets, two annas per 10 tolas.
Parcels (*i.e.*, registered covers), three annas per 10 tolas.

I propose to abandon all distinction as regards the contents and mode of packing between book packets, pattern packets, and parcels, allowing them all to be placed in closed covers at the option of the sender, and providing only for a distinction between those which are registered (parcels) and those which are unregistered (packets), the registered or parcel rate being two annas per 10 tolas, and the unregistered or packet rate being half as much. This will be a great simplification of the work of the Post Office, and it will also be a great convenience to the public, inasmuch as it does away with all restrictions as to contents and mode of packing, including the requirement of open ends, which in the monsoon season particularly, and more or less at all seasons, exposes the contents to needless risk.

10. It will never be necessary to carry a cover weighing ten tolas or less by banghy post, because, under the proposed rate of letter postage, such covers can as cheaply be forwarded by letter post. The banghy post business will, therefore, commence with covers weighing more than ten tolas, all others being sent by letter post: and this will be a great convenience to the Post Office, for the banghy post arrangements are primarily adapted to the heavier articles, and the letter post arrangements to lighter articles. A smaller cover is most easily conveyed by letter post and a

heavy cover by banghy post, and under my proposal, covers under ten tolas will, without exception, be conveyed by letter post, while all covers exceeding that limit will be conveyed by banghy post, unless specially superscribed by the sender for transmission by letter post.

11. It remains to state the rate at which I propose to convey heavy letters, *i.e.*, letters which exceed ten tolas in weight; but which are nevertheless especially marked by the sender for transmission by letter post. The transmission of such heavy covers by letter post is not a thing to be encouraged, for it causes a disproportionate amount of trouble, especially in the matter of railway sorting, where the establishment and the space available for their work are necessarily limited. The English Post Office has recently drawn a marked distinction between light and heavy letters, allowing a really cheap rate to the one, and imposing a comparatively high rate on the other. For instance, a letter weighing twelve ounces, or under, is carried by the English Post Office for four pence, whereas, a letter weighing thirteen ounces is charged thirteen pence. The sudden jump in the scale of progression is intended to act as a bar to the posting of inconveniently heavy letters; and though, having regard to the circumstances of the Indian Post and especially to the occasional requirements of official correspondence, I would not make so sudden a leap from a low to a high rate, I think that some such feature ought to be introduced. I propose that a cover weighing from ten to twenty tolas be charged five annas, with five annas additional for every additional ten tolas. Even this rate is very much less than at present, for a letter weighing twenty tolas would, under the present scale, be charged one rupee four annas, being four times as much as the proposed rate of five annas.

12. I do not propose any alteration in the present rates charged for newspapers, viz. half an anna per ten tolas for those registered at the place of publication, and one anna per 10 tolas for those not so registered.

13. It will thus be seen that, under the proposed system, there will be a common unit of weight of ten tolas applicable to newspapers, to all kinds of parcels, and to all letters, except only those enclosed in "post envelopes." This uniformity of the weight unit will be a great convenience to the Post Office, and still more to the public.

14. I may here mention that the proposal now made will not affect in any way correspondence with places abroad, which has always been, and will continue to be, governed by wholly distinct rates and conditions.

15. I have already remarked that the proposed reduction of postage rates chargeable on the heavier class of letters, *i.e.*, letters exceeding one tola in weight, draws no small support from the fact that it provides a really fair assessment on official correspondence, the old scale of rates being, as I must admit, inordinately high. Besides this, the trouble involved in prepaying official letters under a scale rising by the minute unit of one tola is unquestionably great. All this will disappear with the new system, and I would propose also, as the last step of a policy which has been recognised for many years back, that the system of privileged use of the Post

by certain Government Offices should also disappear. The main arguments for it, arising out of the trouble of weighing and pre-paying covers at a heavy rate of postage regulated by a scale of minutely progressive rates having disappeared with the proposed system, I trust that the Government will not object to the final abolition of a system of privilege, which has many acknowledged objections as well as abuses. I do not here refer to the arrangement under which public officers pre-pay their letters by means of postage labels impressed with the word "service," supporting such labels by an official frank, for this is not only a useful check against fraud, but a valuable separation for statistical purposes of an important class of Indian correspondence. What I wish to see abolished is the privilege formerly accorded to every public office in India, and still enjoyed by a limited number of the principal offices, of posting letters, &c., under frank without paying any postage at all.

16. I have already stated that, under the proposed system, there will be but very little loss of postal revenue, in so far as that revenue is derived from the public; but there will, of course, be a considerable loss of the revenue derived from heavy and hitherto over-taxed official correspondence, which will hardly, perhaps, be counterbalanced by the income to be obtained from the official correspondence hitherto passed without charge under the frank of privileged offices.

17. I annex the drafts of two Notifications, marked A and B, for giving effect to the proposed changes as respects private and official correspondence respectively.

A.

DRAFT NOTIFICATION.

UNDER the provisions of Sections 13, 19, 20, and 63 of "the Indian Post Office Act, 1866," the Governor General in Council is pleased to make the following orders in respect of articles other than newspapers which may be posted on or after the 1st January 1873, at any Indian Post Office for transmission to any place in India:

2. The term "Post Envelope," as hereinafter used, means an envelope bearing an embossed stamp of the value of six pies.

3. Every article committed to the Post, not being a newspaper or proof sheets conveyed at newspaper rates, which does not exceed ten tolas in weight, or which, if it exceeds that weight, is superscribed for transmission by letter post or pre-paid at the letter post rate, shall be treated as a letter.

4. Postage when pre-paid shall be chargeable on letters at the followigg rates, viz.:—

A post envelope which, with anything enclosed therein, does not exceed ½ tola in weight	Six pies being the value of the stamp embossed thereon.

Any other letter not exceeding 10 tolas in weight	One anna.
Do. exceeding 10 and not exceeding 20 tolas in weight	Five annas.
Do. exceeding 20 and not exceeding 30 tolas in weight	Ten ,,
For every additional 10 tolas or fraction thereof	Five ,,

5. Post envelopes shall be retailed to the public at all offices where letters are received for despatch, and by all authorised stamp vendors at the value of the stamps borne by them, under the same conditions as apply to the sale of adhesive postage stamps.

6. Every article not exceeding ten tolas in weight being, as above directed, treated as a letter, the scale of postage chargeable on parcels and packets shall commence with the rate chargeable on a parcel or packet exceeding ten tolas and not exceeding twenty tolas in weight, and shall progress by limits of ten tolas each according to the following table, viz.:—

	Parcel. Annas.	Packet. Annas.
For a cover exceeding 10 and not exceeding 20 tolas in weight	4	2
For a cover exceeding 20 and not exceeding 30 tolas in weight	6.	3
For every additional 10 tolas or fraction thereof	2	1

7. The rule heretofore existing as to the mode of packing books or patterns in a packet without a cover or in a cover open at the ends or sides is cancelled. The term "packet" used in the above-mentioned table means a packet closed or open at the option of the sender and containing books, patterns, or other articles.

8. The full pre-payment of postage chargeable on packets shall be compulsory, and every unpaid or insufficiently paid packet shall be treated and charged as a parcel.

9. There shall be no separate registration of packets, but any packet may be transmitted by the sender as a parcel under the system of registration applicable to the parcel post.

10. Any person tendering a parcel at a Post Office within the prescribed hours shall be entitled to receive a receipt for it, provided that the parcel so tendered is securely packed in cloth, wax-cloth or tin, and, if it is packed in cloth or wax-cloth, provided further that it bears seals with distinct impressions of some device (not that of a current coin) at intervals not exceeding five inches along the lines of sewing.

11. Cash shall not be received at any Post Office in pre-payment of parcel postage.

12. Annexed is a summary of the postage chargeable on, and the principal conditions appertaining to, the several classes of correspondence as modified by the above orders.

ANNEXURE.

Pre-paid Postage Rates.

	Letter Post.			Bangby Post.	
	Letters.	Registered newspapers and proof-sheets.	Other newspapers.	Parcels.	Packets.
	As. p.	As. p.	As. p.	As. p.	As. p.
A "Post Envelope" which, with anything enclosed therein, does not exceed ½ tola in weight	0 6 Being the value of the stamp embossed thereon.	.....	.....	.....	.....
Any other cover not exceeding 10 tolas in weight	1 0	0 6	1 0	.....	.....
Any other cover not exceeding 10, and not exceeding 20 tolas in weight	5 0	1 0	2 0	4 0	2 0
Any other cover not exceeding 20, and not exceeding 30 tolas in weight	10 0	1 6	3 0	6 0	3 0
For every additional 10 tolas or fraction thereof	5 0	0 6	1 0	2 0	1 0

Pre-payment only by Stamps.

Postage can be pre-paid only by means of a proper stamp or stamps, adhesive or embossed.

LETTERS.

What articles treated as Letters.

Any article, not being a newspaper or proof sheets sent at newspaper rates, if it does not exceed ten tolas in weight, or if, being more than ten tolas in weight, it is superscribed for transmission by letter post or is pre-paid at the letter post rates, is treated as a letter.

Unpaid or insufficiently paid Letters.

2. The postage chargeable on a letter, if not pre-paid, is double the amount which would have been chargeable if pre-paid; and if the pre-payment is insufficient, double the deficiency is charged.

NEWSPAPERS.

What articles treated as Newspapers.

3. Periodical publications, published at intervals not exceeding 31 days, and fulfilling the undermentioned conditions, are treated as newspapers.

Each Newspaper charged separately.

4. The postage rates given above are chargeable upon *each* newspaper; but an extra or supplement to any newspaper bear-

ing the same date as the newspaper, and transmitted therewith under the same cover, is deemed part of the newspaper.

Pre-payment compulsory.

5. No newspaper can be forwarded by letter post, unless the postage thereof be fully pre-paid. A newspaper posted unpaid, or insufficiently paid, will be forwarded to the Dead Letter Office.

Conditions to be observed.

6. No newspaper can be forwarded by letter post, at the above-mentioned rates, unless the following conditions be observed, viz. :—

(1.)—It shall be without a cover, or in a short cover open at both ends.

(2.)—There shall be no word printed on such newspaper after its publication, or upon the cover thereof, nor any writing or mark upon it, or upon the cover of it, except the name and address of the person to whom it is sent, and the name and address of the sender.

(3.)—There shall be no paper or thing enclosed in or with any such newspaper.

Any newspaper sent by the letter post, in respect of which the above conditions shall not be observed, shall, together with anything enclosed in or with the same, be charged with postage at the rate which would be charged on an unstamped letter of equal weight.

The lower rate of charge prescribed for *registered newspapers* is applicable only under the following conditions, which are supplementary to those given above, viz. :—

(4.)—The newspaper must have been registered for transmission by post in the Office of the Post Master General (or officer exercising the powers of Post Master General) of the postal circle in which it is published.

N.B.—The registration of a paper expires at the close of the calendar year following that in which the registration was effected, and must be renewed if a continuance of the privilege beyond that time is desired.

(5.)—The newspaper must bear, in print, immediately above the address, the word "Registered," followed by the registration No. given by the Post Master General.

N.B.—The word "Registered," followed by the No., may be printed on the paper itself or on its cover, but must, in all cases, be *immediately above the address.*

(6.)—The newspaper must be posted at the place of publication.

N.B.—It is immaterial whether the paper is posted by the publisher or by any one else, or whether it is posted on the day of publication or on a subsequent date. When a registered newspaper is re-directed, "forward" postage is charged at the lower rate, even though the re-directon may take place at an office other than that

of the place of publication. Registered newspapers, when re-posted, are treated as if posted for the first time, and are entitled to transmission at the lower rate only if the conditions be fulfilled.

PROOF SHEETS

May be sent by Letter Post at Newspaper Rates under Certificate.

7. Proof sheets, marked as such, may be sent by letter post at the rates prescribed for registered newspapers, provided the contents be correctly certified on the cover by the signature in full of the sender; otherwise they are charged with postage at the rate which would be charged on an unstamped letter of equal weight.

PARCELS AND PACKETS.

What articles treated as Parcels or Packets.

8. All articles committed to the Post Office, which do not fall to be treated as letters, newspapers or proof sheets, under the preceding paragraphs, are transmitted by banghy post as parcels or packets.

Distinction between Parcels and Packets.

9. The distinction between parcels and packets is (1) that the former are transmitted under a system of registration, while the latter are not; and (2) that, for the former, pre-payment of postage is optional, while, for the latter, full pre-payment is compulsory. Any article of this class which is posted fully pre-paid at parcel rates, or superscribed by the sender for transmission as a parcel, or presented at the Post Office for that purpose, or which, owing to deficient pre-payment or excess of size, cannot be forwarded as a packet, is treated as a parcel, and all other articles of this class are treated as packets.

Unpaid and insufficiently paid Parcels.

10. Unpaid parcels are charged on delivery at the same rates as would have been chargeable if the postage had been pre-paid: insufficiently paid parcels are charged on delivery with the deficiency.

Receipts given for Parcels when properly packed.

11. A person tendering a parcel at a Post Office within the prescribed hours, is entitled to get a receipt for it, provided that the parcel so tendered is securely packed in cloth, wax-cloth, or tin, and, if it is packed in cloth or wax-cloth, provided further that it bears seals with distinct impressions of some device (not that of a current coin) at intervals not exceeding five inches along the lines of sewing.

Limit of weight of Parcels.

12. No parcel exceeding 25 seers (2,000 tolas) in weight can be received at any Post Office for despatch.

Parcels received by post from seaward, exceeding the above weight, are made over to the Collector of Customs for publication in his list of unclaimed packages.

Limit of size of Packets.

13. No packet may exceed one foot and a half in length, or one foot in width or depth ; and if any such packet be posted, it will be treated as a parcel, and charged accordingly.

Parcels between places connected by Railway.

14. Between places connected by railway, where the Railway authorities may have intimated their readiness to undertake the conveyance and delivery of parcels, the Post Office does not convey parcels, except such as may be sent on the public service. Of course, if either the place of address or the place of despatch be not on the line of Railway, the above rule does not apply.

B.

DRAFT NOTIFICATION.

Referring to the Notification of this date, whereby certain changes have been made in the postage rates and conditions appertaining to Indian inland correspondence, and considering the very large reduction of postage charges on account of official correspondence, which will result from the application of the revised rates as well as the diminished trouble of prepayment under a scale of postage having 10 tolas for the unit of weight, the Governor General in Council deems it unnecessary to retain the system of privileged use of the post under which certain public offices have been allowed to send and receive official correspondence through the post without payment of postage.

The provisions of the official correspondence rules relating to the privilege above referred to, will, therefore, cease in respect of all official correspondence which may be posted on or after the 1st January 1873, and the annexed code of rules for official correspondence will be substituted for that heretofore in force.

ANNEXURE.

OFFICIAL CORRESPONDENCE RULES.

Pre-payments by means of Service Labels.

1. Official covers from Government Offices should be pre-paid with postage at the rates prescribed for the several classes* of ordinary correspondence by means of service postage stamps purchased at the Government Treasury or other local stamped Depot. These stamps, when used in payment of postage, must be supported by the superscription on the cover "On Her Majesty's Sevice," under the full signature and official designation of the Government Officer who sends the cover, or of the Head Clerk or Superintendent of his Office, or of other responsible officer to whom the duty of despatching is confided. The particular officer who signs the cover

* *i.e.*, Letters, newspapers, and proof sheets, parcels and packets.

must enter in full his own official designation, in order that his individual responsibility may be enforced in cases of doubt or fraud. The superscription and signature should be entered in the form marginally given. Service stamps affixed to a cover without the above superscription will not be recognised by the Post Office in payment of postage. Treasury officers are enjoined not to sell service stamps to any but Government officials.

On Her Majesty's Service.	Service Labels.
To (*Here enter address.*) (*Signature of sender.*) (*Official designation.*)	

Compulsory and optional pre-payment.

2. As in the case of ordinary correspondence, the pre-payment of official letters and parcels is optional, while that of newspapers (including Gazettes) is compulsory.

Official Gazettes.

3. Official Gazettes should be registered at the Post Master General's Office under the rules prescribed for ordinary newspapers. If not so registered, they are charged at the higher rates prescribed for unregistered newspapers.

Unpaid official covers.

4. Official letters and parcels properly superscribed under rule (1) but without stamps, are charged with postage on delivery at pre-paid rates.

In cases where it is not thought advisable to entrust postage stamps to a subordinate official, who has to correspond with, or send returns to, a superior, he may be allowed by his superior to address official covers to him under this rule; and the same course may be adopted in other cases where it is found convenient or proper to make the postage charge fall on the receiving office.

Economy to be observed in the use of the post.

5. The rule under which all covers not exceeding ten tolas in weight are treated by the Post Office as packets or parcels, and forwarded by banghy post, unless specially superscribed by the sender for transmission by letter post, applies to official covers, and Government officials should be careful not to incur needlessly the higher charge on account of the transmission of heavy covers by letter post. Similarly, the transmission of heavy covers as parcels (which are conveyed by post under a system of registration) is more expensive than their conveyance as packets, and the parcel post should not, therefore, be needlessly used by Government officials.

Limits of weight and size.

6. No official cover exceeding 600 tolas in weight can be received by the Post Office, and no official cover exceeding the limit of size* prescribed for ordinary packets can be forwarded as a packet,

* One foot and a half in length by one foot in width or depth.

though it may be forwarded as a parcel, if within the limit of weight abovementioned.

Letters and Parcels superscribed "Service Bearing" by Government Officers.

7. Letters and parcels sent by Government Officers in their official capacity, which relates nevertheless to the private interests and concerns of the individuals addressed, may be endorsed according to the specimen form given on the margin, under the full signature and official designation of the person by whom they are sent. Letters and parcels so addressed are regarded by the Post Office as private covers, but are charged, on delivery, with bearing postage at "forward" (*i.e.*, pre-paid) rates, and not at double rates, as in the case of ordinary letters. Under this head come replies sent to communications of the kind noted in the margin, as well as any other communications of a like kind which Government Officers may make to individuals (whether private persons or Government Officers) relating to the private interests of the addresses.

Service Bearing.
To
A. B.,
CALCUTTA.
C. D.,
Accountant General.

Petitions, applications for appointments, requests for transfer, enquiries about title to leave, &c.

Letters and Parcels superscribed "Service Bearing" addressed to Government Officers.

8. Letters and parcels sent by private persons to Government officials relating to the affairs of Government, and endorsed according to the specimen form given on the margin, under the full signature of the sender (the address, including the full official designation of the public office to which the cover is sent), are charged, on delivery, at the rate to which they would have been liable if pre-paid by stamps, and not at double rates, as in the case of ordinary letters. This rule is intended to provide for cases of Zemindars reporting the occurrence of crime to a police officer, of employers of labourers sending returns required by the Protector, and of any similar reports or returns authorized to be so sent.

Service Bearing.
To
THE DISTRICT SUPERINTENDENT OF POLICE,
LUCKNOW.
Signature of sender.

Official covers not liable to re-direction charge.

9. Official communications addressed to Government offices "On Her Majesty's Service" or "Service Bearing" under the prescribed superscription and signature, are not liable to additional postage on account of re-direction.

Postage due on official covers to be initialled in Post Office.

10. The amount of postage marked as due on covers delivered

under the superscriptions of "Service Bearing" or "On Her Majesty's Service," will be initialled by the Post Master or Deputy Post Master of the office of delivery.

Government Officers bound to receive and pay for covers under official superscription.

11. Government officers are bound to receive and pay any postage which may be due on covers addressed to them under the superscription "On Her Majesty's Service."

Registration.

12. The ordinary rules and conditions for the registration of letters and newspapers govern the registration of similar covers by Government officers, the service labels affixed to them being supported by the prescribed superscription and signature.

Post Telegrams.

13. Officers in charge of Telegraph Offices, when posting telegraph messages for onward transmission by post, are entitled to get receipts for them. Such receipts must be presented ready written in the form ordinarily used by the Telegraph Offices when delivering telegraph messages to the addresses. The Post Master will compare the receipt so presented with the address of the cover accompanying it, and, if correct, will affix the Post Office stamp in acknowledgment of receipt. All covers for which receipts are claimed under this rule must be superscribed with the word "Telegram," and must be fully pre-paid.

Government Officers on leave.

14. Government officers, when on leave, and those who have retired from the service of Government, can correspond only as private individuals.

Irregularities of address, &c.

15. Any irregularity or incompleteness of the address, superscription, or signature on a cover, renders it liable to be treated as an ordinary unpaid cover, any service stamps which it may bear not being recognized.

Official Correspondence with places abroad or between Indian Post Offices when conveyed by British or French Mail Packets.

16. The rules contained in the preceding paragraphs relate exclusively to official inland correspondence, *i.e.*, correspondence conveyed between one Indian Post Office and another by Her Majesty's Indian Post.

Official correspondence with places abroad, or between Indian Post Offices, when conveyed by British or French Mail Packets (*e.g.*, between Bombay and Aden), is governed by the same rules as ordinary private correspondence, and must either be pre-paid by service stamps (under the superscription and signature prescribed

by Rule I.), or, where pre-payment is optional, be forwarded as unpaid, subject to the levy of postage on delivery.

The only exception to the above has reference to official letters (not newspapers or book or pattern packets) sent by British packet to or from the public functionaries or departments in London which have special accounts for overland letter postage with the London Post Office. Official letters intended for such offices need not be pre-paid if superscribed as "On Her Majesty's Service" under the full signature and official designation of the sender. The public functionaries or departments in London, which have accounts with the London Post Office, are Adjutant General's Office (Horse Guards), Admiralty (Somerset House and Whitehall), Audit and Exchequer Department (Somerset House), Board of Trade (Whitehall), Census Office (Craig's Court), Chancellor's Office (Downing Street), Charity Commission (York Street, St. James), Chelsea Hospital (Chelsea), Civil Service Commission (Cannon Row, Westminster), Colonial Office (Downing Street), Colonial Land and Emigration Office (Park Street, Westminster), Commander in-Chief's Office (Horse Guards), Council of Military Education (Great George Street), Council Office (Downing Street), Court of Bankruptcy (Basinghall Street), Courts of Chancery (Lincoln's Inn Fields and Chancery Lane), Court of Probate (Doctors Commons), Crown Agents for the Colonies (Spring Gardens), Duchy of Cornwall (Buckingham Palace Gate), the Customs (Lower Thames Street), Ecclesiastical Department (Whitehall Place), Endowed Shools Commission (Victoria Street), Exhibition Commissioners, 1851 (Westminster), Foreign Office (Downing Street), Her Majesty's Home Office (Whitehall), House of Commons, India Office (Charles Street, Westminster), Irish Office (Great Queen Street, Westminster), Inland Revenue (Somerset House), Local Government Act Office (Richmond Terrace, Whitehall), Merchant Seamen's Office (Adelaide Place, London Bridge), Metropolitan Police Office (Whitehall Place), Pay Master General (Whitehall), Local Government Board (Gwyder House, Whitehall), Post Office, Prisons Office (Parliament Street), His Royal Highness the Prince of Wales, Quarter Master General's Office (Horse Guards), Registrar of Friendly Societies (Abingdon Street), Registrar General's Office (Somerset House), Royal Artillery, Royal Marines (New Street), Science and Art Department, Warden of Standards, Stationery Office (Princes Street, Storey's Gate), Tithe Copyhold and Enclosure Commissioners (St. James Squre), Treasury Office (Whitehall), Tower, Veterinary Department of the Privy Council (Princes Street, Westminster,) War Office (Pall Mall), Woods Forests and Land Revenue Office (Whitehall Place), Works and Public Buildings Office (Whitehall Place).

RESOLUTION.—The Commissioner in Sind and the two Revenue Commissioners should be requested to favour Government with their views on the proposals, after consulting such of their subordinate officers as they may consider it advisable to refer to, at their earliest convenience.

2. Copies to be sent to all Departments of the Secretariat for the expression of opinion.

Ordered that copies of the above be forwarded to—

The Commissioner in Sind.
The Revenue Commissioner, N. D.
The Revenue Commissioner, S. D.
All Departments of the Secretariat.

F. S. CHAPMAN,
Chief Secretary to Government.

No. 21 of 1873.

BOMBAY CHAMBER OF COMMERCE, 11*th Feb.* 1873.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—In reference to your No. 4410 of 1872, dated 14th November last, submitting extract from the proceedings of Government regarding a proposal by the Director General of the Post Office of India for important modification in the present postal tariff, and requesting the opinion of the Chamber thereon.

I have the honour, by direction of the Committee of Management, to state for the information of His Excellency in Council that the proposals referred to have been laid before the Members of the Chamber, and the general opinion is strongly in favour of their adoption.

The only point in the proposals that has been objected to by some members is in reference to that part of the scheme which proposes to raise the present minimum charge on the delivery of unpaid letters from one to two annas. It has been suggested that this fine would in all probability fall on the poorest class of the people, as they are most likely to neglect (and in some cases may be unable) to provide themselves with the necessary half-anna postal envelopes, and might therefore post their half-tola letters in unstamped covers.

This objection is no doubt specious, but the Committee

are not inclined to attach great importance to it: the half-anna stamped envelope proposed to be issued by the Post Office will be a great improvement, and if abundant facilities are provided in all districts for the sale of the envelopes, the probability is, that few native letters will be posted in other than the postal envelope.

The scheme of the Director General has in all other respects the approval of the Chamber.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX U.

REGISTRATION OF LETTERS TO A LATE HOUR ON MAIL DAY.

No. 3847.

SIMLA, 19*th October* 1872.

From A. M. MONTEATH, Esq., Director General of the Post Office of India, to the OFFICIATING POST MASTER GENERAL, Bombay.

SIR,—Referring to your letter No. 2087, dated 5th March last, I have the honour to intimate my wish that the question of affording to the Bombay community a later hour for the registration of overland letters should again be considered.

2. Admitting for the present the force of the objections taken by the Post Master of Bombay to the extension of the work in the Bombay Post Office, it seems to me that the requirements of the Bombay community in respect of the registration of overland letters may perhaps be practically met without increasing the work in the Bombay Post Office. For instance, on the closing of the registration branch a special overland registered letter-box might be exposed in which permission would be given to post letters specially marked by the senders with the word "registered" and bearing on the lower left-hand corner the name and address of the sender. This box might be opened by the sea sorter, and the contents transferred to a bag to be taken with him on board. These contents would be disposed of on board all covers bearing postage stamps to the full extent required for registered letters being registered and the remainder, if any, treated as ordinary letters. The Sea Post Office would make out a special list of all letters so registered by them, forwarding it from Aden to Bombay, where receipts in

usual form might be made out at leisure and delivered post-free to the senders.

3. It would be proper of course to have the overland registered letter-box above referred to placed in some recognised position, and painted in some peculiar way (*e.g.*, red and blue stripes) so as to enable the senders of such letters to give proper instructions as to posting where native servants might be employed for that purpose.

4. It might also be well to have a clerk stationed at the box while exposed so as to prevent the posting therein of covers not marked with the word "registered," or not bearing the name and address of the sender, or which might be obviously under paid.

5. I shall feel obliged by your considering the question and devising some plan of meeting the convenience of the Bombay community in this matter.

6. A copy of this letter will be sent to the Chamber of Commerce from whom you can ascertain how far the public requirements would be met by the plan suggested above, or by any other plan which you may devise.—I have, &c.,

A. M. MONTEATH,
Director General of the Post Office of India.

No. 3848.

SIMLA, 19*th October* 1872.

Copy forwarded to the Secretary Chamber of Commerce, Bombay, for information.

A. M. MONTEATH,
Director General of the Post Office of India.

No. 316 of 1872.

BOMBAY CHAMBER OF COMMERCE, 30*th October* 1872.

From the CHAIRMAN BOMBAY CHAMBER OF COMMERCE to the POST MASTER GENERAL, Bombay.

SIR,—I have the honour to inform you that the Director

General of the Post Office in India has sent to this Chamber for information a copy of the letter No. 3847, dated 19th inst., addressed by him to you.

Referring to the subject matter of that letter, I am instructed by the Committee of the Chamber to state that they do not think that the plan proposed for the registration of late letters by the mail steamers after the closing of the registration branch would be found to work satisfactorily. It is suggested that on the closing of the registration branch a box should be provided for the reception of letters intended for registration, that the box should be opened on board the mail steamers by the letter sorter, and that receipts for all letters properly marked and paid should be sent to the senders from Aden.

The Committee are of opinion that if bankers and merchants did not obtain some kind of receipt for registered letters at the time of posting they would prefer sending letters in the ordinary way without registration, and I am directed to enquire whether the clerk in charge of the box could not give a receipt for the letters as they were posted, leaving the other customary forms to be prepared on board the steamer by the letter sorter.

The closing of the registration branch five hours before the departure of the steamer virtually precludes a large portion of the mercantile community from waiting itself of the privileges of the registration system, and the Committee of the Chamber desire me once more respectfully to enquire whether it would not be possible by making a special effort to extend the time for posting registered letters until 4 p.m. on English mail days, notwithstanding the disadvantages under which the Bombay Post Office staff is at present labouring.—I have, &c.,

J. K. BYTHELL, Chairman.

POST MASTER GENERAL'S OFFICE, BOMBAY, *20th Dec.* 1872.

From Colonel G. M. BATTYE, Post Master General of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter No. ——, dated the 30th Octo-

ber last, I beg to send herewith, for the information of the Committee of the Chamber of Commerce, two copies of the postal notice issued by the Post Master of Bombay.

2. You will see that receipts will be granted to the senders of the late registered letters. The additional fee of two annas per such letter has been fixed solely with the view of discouraging unnecessary postponement of the registration of letters.—I have, &c.,

G. BATTYE,
Post Master General.

POSTAL NOTICE.

BOMBAY GENERAL POST OFFICE, 16*th December* 1872.

The public are informed that arrangements have been made for the extension of the hour of posting overland registered letters, at the Bombay General Post Office, on the day of departure of the mail steamer.

The present fixed hour of 2 P.M., up to which overland letters are received for registration, will continue, and letters presented for registration after that hour will be received up to 4 P. M. on payment of an additional fee of two annas on each letter. The additional fee to be paid in stamps affixed to such letters.

The usual receipt will be granted by the Post Office to the sender of such late registered letters.

The above arrangement will have effect from the 1st proximo.

E. C. GEORGE, Offg. Post Master.

APPENDIX V.

COTTON MARKET AT WUDWAN.

No. 664 of 1872-73.

WUDWAN STATION, 29*th March* 1873.

From the POLITICAL ASSISTANT, in charge Northern District, Kattywar, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to state that the subject of establishing a cotton market at this station is under consideration, and I am particularly anxious to obtain the opinion of your Chamber regarding the arrangements which should be adopted to render the said market useful to the owners of cotton in Jhallawar and to the purchasers who come up from Bombay and other places.

2. Should you possess a plan of the Oomrawuttee market, I should feel obliged by your sending me a copy of the same.

3. The Wudwan station is under the Kattywar Agency, and is the Head-quarters of the Political Officer in charge of the Northern Division of the Province. The Acts and Regulations obtaining in the Zillahs do not apply; but in case of strong necessity there might be no objection to application being made for the spirit of any particular Act (say, for instance, Act IX. of 1863,) to be declared applicable.

4. The town of Wudwan is three miles distant from the Agency station, and is under the control of the Wudwan Chief entirely.—I have, &c.,

H. L. NUTT, Captain,
Acting 2nd Political Assistant, N. D., Kattywar.

No. 69 of 1873.

BOMBAY CHAMBER OF COMMERCE, *2nd April* 1873.

Captain H. L. NUTT, Acting 2nd Political Assistant, N. D., Wudwan, Kattywar.

SIR,—I am directed by the Committee of Management of the Chamber to acknowledge the receipt of your letter No. 664, dated 29th ult., stating that it is proposed to establish a cotton market at Wudwan, and requesting the opinion of the Chamber regarding the arrangements that should be adopted to render the same as useful as possible to those engaged in the cotton trade.

In reply, I am directed to express the satisfaction of the Committee at hearing that it is in contemplation to establish a cotton market at Wudwan; as they are satisfied, it will be a great benefit to those engaged in the cotton trade, and likely to have especially a favourable influence on the cotton trade of Kattywar.

The Chamber is not in possession of any information regarding the rules and regulations under which cotton markets have been established at Akoté, Khangaum, and Oomrawuttee, in the Berars. Markets at these places have now been in existence for more than five years, and they have been of the greatest possible convenience to the cotton trade of Western India; but the Chamber is without information as to the general regulations and conditions under which the business at the markets is conducted.

I am desired by the Committee to suggest the expediency of your addressing the Deputy Commissioners of Eastern and Western Barar on the subject, and they doubt not these gentlemen will be happy to favour you with all information necessary for your guidance.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 132 of 1873.

BOMBAY CHAMBER OF COMMERCE, 13*th May* 1873.

To the SECRETARY to GOVERNMENT, Political Department, Bombay.

SIR,—A communication was received by the Chamber

from Captain Nutt, 2nd Assistant to the Political Agent in Kattywar, under date 29th March, stating that it was proposed to establish a cotton market at Wudwan, and requesting the opinion of the Chamber regarding the arrangements that should be adopted.

In reply, it was stated that the Committee had heard with satisfaction of the intention to establish a cotton market at Wudwan, as it could not fail to be a great benefit to those engaged in the cotton trade of Kattywar: and it was further pointed out that the cotton markets which had been established in the Berars at Akote, Khangaum, and Oomrawuttee during the last five or six years had been of great use to the cotton trade and the means of causing the Oomrawuttee crop to be sent forward to the European markets in an improved condition.

Since replying to the communication received from Captain Nutt, it has been brought to the notice of the Chamber that the cotton trade at Wudwan labours at present under serious disadvantages; cotton in that district can only be bought in small quantities in the neighbouring villages, and buyers have to keep a large staff of men employed in gathering it and carting it to Wudwan for further despatch to Bombay.

It appears also that the cotton trade in that district suffers from very heavy transit duties being levied by the Native States.

In establishing a cotton market at Wudwan, the Committee respectfully suggest that the land should be in British occupation, placed under British control, and that Government should use its influence to get the transit duties (if they cannot be abolished) reduced to the lowest rate possible.

I am further to state, for the information of Government, that the result of the experiments made in the Berars shows that large open markets for cotton in the place of the old system of buyers going round to the different villages are of very great benefit to the cultivators. Buyers for export are by means of these markets brought into direct daily communication with the ryots, and this has the effect of abolishing the influence and doing away with the profits of the middle men, and at the same time teaches the ryots

that good, well cleaned cotton will sell at a better price than bad adulterated cotton.

The Committee believe that, under the instructions of Government, the present Political Agent, Mr. Peile, would be able to arrange matters with the Native States for the formation of a cotton mart at Wudwan on terms that would be satisfactory to the various interests concerned, and they trust His Excellency in Council may be pleased to give every encouragement to the proposal that has been made. —I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX W.

RAILWAY COMMUNICATION BETWEEN BOMBAY AND NORTHERN INDIA THROUGH RAJPOOTANA.

BOMBAY CASTLE, *6th December* 1872.

From the SECRETARY to the GOVERNMENT of BOMBAY, Railway Department, to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter dated 7th February last, on the subject of direct communication between Bombay and the North of India through Rajpootana, I am directed to forward copy of a Resolution of the Government of India No. 1592 S. R., dated 1st November last.—I have, &c.,

M. K. KENNEDY, Col. R.E.,
Secretary to Government.

GOVERNMENT OF INDIA, P. W. D. (RAILWAYS.)

SIMLA, *1st November* 1872.

Read again—

Despatch from the Government of India to the Secretary of State, No. 187, Railway, dated 7th October 1872, on the subject of the proposed construction of Railways in Malwa and Marwar, and the relative advantages of the eastern and western routes as a means of through communication between Bombay and the North-Western Provinces. Public Works Department No. 1470 S. R., dated the 11th October 1872, to the Superintending Engineer, Neemuch Railway Survey.

Public Works Department No. 1548 S. R., dated the 25th October 1872, to the Superintending Engineer, Agra District, Rajpootana (State) Railway.

OBSERVATIONS.—The Government of India are now engaged in the construction of railways in Northern Rajpootana from Agra and Delhi, conveying at Bandikuri, and thence proceeding, through Jeypoll to Sambur, Ajmere, and terminating, for the present, at the military station of Nusseerabad. From Khandwa, on the Great Indian Peninsula Railway, a line of railway is also being construct-

ed across the Nerbudda river up the southern face of the Vindhyan mountains to Mhow and Indore; and the permission of Her Majesty's Government has been solicited to the construction of an extension from Indore to Neemuch, and Oogein. Complete surveys for a junction between Nusserabad and Neemuch have been made, but the Government of India are, as yet, undecided whether to complete this railway, or to form an entirely distinct means of communication between Bombay and the North-Western Provinces, by making a railway west of the Aravelli range of mountains, connecting Ajmere with the Bombay, Baroda, and Central India Railway.

2. The Government of Bombay and the Bombay Chambers of Commerce strongly advocate an extension of the Bombay, Baroda, and Central India Railway, from Ahmedabad or Verungaum, northwards to the neighbourhood of Deesa.

3. His Excellency the Governor-General in Council, in order to give effect to the policy which has been explained to Her Majesty's Goverment in despatch No. 187, Railway, of 1872, has desired that a fresh series of railway surveys shall be made, under the charge of Mr. James Collet, Superintending Engineer, assisted by a competent staff to be hereafter formed.

4. The survey will be, generally, between Ajmere on the north and Pahlunpore and Deesa on the south, and the line should be carried through Palee. Between Ajmere and Palee the country will require especial attention as the Aravelli hills intervene, and the town of Nya Nuggur should probably be placed on the line of railway. From Palee the surveys are to be carried by Erinpoora to the south of Mount Aboo, as recommended by Colonel Keatinge, and thence to Pahlunpore, Deesa, and Pahlunpore being connected by a direct line. The country south of Pahlunpore and Deesa has been carefully examined by the Bombay, Baroda, and Central India Railway Company's Engineers, and will need no further survey at present. Mr. Collet, after completing his investigation north of those places, will, with the permission of the Government of Bombay, confer with the Consulting Engineer in Bombay and with the Agent of the Bombay, Baroda, and Central India Railway, in order to connect his surveys with those which have been already made. But it is to be remembered that the line preferred by the Government of India, is one to proceed nearly direct from Deesa to Pahlunpore, taking the principal towns on its way. This line will differ slightly from those surveyed, and Mr. Collet should make such an examination of the country as will enable him to estimate correctly the cost of the line selected by the Government of India for trial. In this, and all other cases, the Governor-General in Council wishes to have the survey of the exact line indicated and supplemented by reports, and, if time permits, also surveys of any eligible deviations which may suggest themselves to Mr. Collet, or be suggested to him by the officers with whom he is to communicate, provided such deviations do not depart from the general scope of the line of communication prescribed.

5. The cart road through Pahlunpore and the territories of the

Gaekwar should be examined, and if desirable proposals regarding its utilization should be submitted by the Superintending Engineer.

6. Mr. Collet's investigation will be of a preliminary character, similar to that which was made in Central India by Mr. J. J. Miller, whose reports will be sent to Mr. Collet for use. No bridge or station drawings will be required, but a general plan and longitudinal section are to be prepared, showing the direction and profile of all necessary alternatives. If it be thought desirable to depart from the ruling curve of 600 feet radius, and from the ruling gradient of 1·150, substantial reasons must be given in support of each deviation. The gauge will be 3·3¾. Station sites should be selected, and a careful examination of water courses should be made, together with an estimate of the amount of water-way required for each channel.

7. The Government of India require that carefully framed estimate, under the prescribed eleven heads of account, shall be submitted, so as to afford a comprehensive view of the probable total cost of such a railway, and it is expected that the whole project will be ready for consideration about the 15th of July 1873.

8. Mr. Collet should begin work in the field without delay, and should place himself in communication with Colonel Brooke, the agent to the Governor-General in Rajpootana, and should attend to any of his suggestions with regard to the lines to be surveyed which are consistent with the above special instructions. Mr. Collet should also be careful to consult all the political officers in the districts through which his alternative routes may pass

9. Colonel Brooke should be requested to communicate with the Native States on the subject of this survey, so that the wishes of their rulers may be met, as far as is compatible with the general scheme of proposed railway communication between Ahmedabad and the North-Western Provinces.

EXTRACT from the Proceedings of Government in the Railway Department, dated 2nd September, 1873.

Read the following :—

No. 1201 S. R.

GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT,
(STATE RAILWAYS.)

SIMLA, 18*h August* 1873.

To the SECRETARY to the GOVERNMENT OF BOMBAY, Public Works Department (Railway).

SIR,—The Bombay Chamber of Commerce having asked for information as to the present state of the Surveys for a line of Railway through Western Rajpootana, I am directed to request that with the permission of His Excellency the Governor of Bombay in Council, the Chamber may be informed that Mr. Collet, the Super-

intending Engineer of the Survey, is expected to finish his plans and preliminary estimates, shortly. He has been instructed to confer with the Superintending Engineer of the Agra District of the Rajpootana Railway on the subject of the alignment of the proposed line from Ajmere to Ahmedabad and the sites of the Junction Stations and also with the Consulting Engineer to the Government of Bombay and with the Bombay, Baroda, and Central India Railway Authorities, before the results of his survey are submitted for the consideration of the Government of India.—I have, &c.,

H. DRUMOND, Colonel, R. E.,
Officiating Deputy Secretary.

RESOLUTION.—To be communicated for the information of the Chamber of Commerce, and to the Consulting Engineer, for information and guidance.

H. F. HANCOCK, Lieut.-Colonel, R.E.,
Acting Under Secretary to Government.

To

The Secrerary to the Chamber of Commerce.
The Consulting Engineer for Railways.
The Agent, Bombay, Baroda and Central India Railway Company.

APPENDIX X.

THE COTTON FRAUDS ACT AND ADMINISTRATION OF THE COTTON DEPARTMENT.

No. 6439 of 1872.

BOMBAY CASTLE, *28th December* 1872.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber of Commerce, the accompanying six copies of the Annual Administration Report of the Cotton Department for the year 1871-72, and a copy of the Resolution passed thereon by this Government No. 6030, dated 6th instant.—I have, &c.,

E. W. RAVENSCROFT,
Acting Chief Secy. to Govt., Revenue Department.

No. 6030.

BOMBAY CASTLE, *6th December* 1872.

Letter from the Officiating Cotton Commissioner and Inspector-in-Chief, Cotton Department, No. 1796-C, dated 18th November 1872—Forwarding two printed copies of the Annual Administration Report of the Cotton Department for the year 1871-72.

RESOLUTION.—Whatever deterring effects the Act may have exercised on fraudulent dealers, it is certain that practically it remains inoperative for punitive purposes.

In all sixteen prosecutions were instituted, and twelve convictions obtained.

* Bombay	1,108,716
Kurrachee	44,337
Carwar	26,380
	1,179,433

2. During the past year 1,179,433* bales were shipped from the three ports of Bombay, Kurrachee, and Carwar, as against 1,168,407 in the preceding year.

Full-pressing up-country has greatly increased. No information as to the precise extent to which this has taken place outside the

Presidency has been submitted: this should be done in future reports as far as it may be found practicable to do so.

From Khandesh, the Deccan, Gujrat and Carwar the number of full-pressed bales amounted to 1,36,326.

3. It is estimated that, inclusive of Native States, about three millions of acres were under cotton cultivation, as against three million and three quarters in the preceding year.

4. The greatest divergence is observable between the estimates of the out-turn per acre as given by the revenue officials, and as made by the officers of the Cotton Department.

Thus, in the Southern Maratha Country Collectorates, the former estimated the yield at 21¾ lbs. per acre, while the latter estimated it as high as 71¾ lbs.

Orders have recently been issued by which these returns from the Mamlutdars will reach the Cotton Commissioner through the District Inspectors, who will thus have an opportunity of checking them.

5. At the commencement of the year there was a balance of Rs. 1,91,181-10-5 at the credit of the fund. The fees realized Rs. 2,32,621-3-6; licence on Presses Rs. 2,014-10-0; sales of seed and refund of advances, Rs. 16,903 6 1; fines and sale proceeds of adulterated cotton, Rs. 3,480-5-10; and petty retrenchments, Rs. 713-9-3.

The total receipts thus aggregated Rs. 4,46,914-13-1.

The total disbursements amounted to Rs. 2,43,678-6-1, divided under the following heads:—

Establishment	Rs. 1,62,075	8	4
Travelling and conveyance allowances	,, 25,770	12	0
Contingencies	,, 9,398	9	5
Rewards	,, 55	12	0
Advances	,, 46.377	12	4
Total	Rs. 2,43,678	6	1

There was thus a balance of Rs. 2,03,236-7-0 at the credit of the fund on the 1st January 1872.

6. Since the above date the fees have been reduced from three to two annas a bale, which will, taking last year's revenue as the basis, reduce the income from fees by Rs. 77,540.

7. As the entire organization of the Department will shortly come under the consideration of Government, it is not necessary to notice further the consequences this diminution in the receipts will involve.

8. His Excellency the Governor in Council has reason to be satisfied with the manner in which the experiments have been superintended by the practical men in charge of the several farms.

The Government of India having recently placed a sum of money at the disposal of this Government for these experiments, there

will be no longer occasion to obtain under the head of advances from the Cotton Fund the means for carrying them on.

E. W. RAVENSCROFT,
Acting Chief Secy. to Govt., Revenue Dept.

To

The Cotton Commissioner and Inspector-in-Chief, Cotton Department,
The Commissioner of Customs and Opium,
The Accountant General,
The Commissioner in Sind,
The Revenue Commissioner, N. D.,
The Revenue Commissioner, S. D.,
All Collectors, including the Collectors and Political Superintendents in Sind, and the First Assistant Collector in charge Panch Mahals,

With a copy of the Report to each.

No. 1680 C of 1872.

POONA, 14*th October* 1872.

From Major A. T. MOORE, Officiating Cotton Commissioner and Inspector-in-Chief, Cotton Department, to the Honourable E. W. RAVENSCROFT, Acting Chief Secretary to Government.

SIR,—I have the honour to submit the Annual Report of this Department for the past season of 1871-72.

Returns and Statements analyzed.

2. The following returns and statements are appended :—

A—Statement of Cotton Gins worked by steam power in the Presidency of Bombay for 1871-72, as compared with those in 1870-71.

Throughout the Presidency the increase has been very considerable, viz., 769.

In the Ahmedabad Districts there has been an increase of 81 Gins in the total, as follows :—

	Increase.	Total.
Ahmedabad	14 Gins	
Sanund	10 ,,	
Veerumgaum	22 ,,	
Dhollera	35 ,,	
		81

In the Broach Districts the increase has been most considerable, viz., 430 Gins, as follows :—

Broach	163 Gins	
Palej	50 ,,	
Chamargaum	40 ,,	
Unklesur	87 ,,	
Jumboosur	90 ,,	
		430

In the Dharwar Districts there has been an increase of 6, viz.:—

Hoobly	6 Gins	6

In the Khandeish Districts the total increase has been 29, as follows:—

Julgaum	34 Gins	
Less—		
Yawul, decrease	5 ,,	
		29

The Surat Districts show an increase of 223 Gins, as follows:—

	Increase.	Total.
Chowrasee.....	299	
Less—		
Oolpar, decrease	76	
		223

Grand Total of increase in 1871-72... 769

3. It has by some been considered as a great matter for gratulation that the increase of gins has been so considerable, and doubtless it would be so under certain conditions; by those acquainted with the trade this increase, however, is not looked on so favourably. The fact is that the increase has to a very great extent been under native arrangement and management; and though I do not for a moment desire it to be understood that native management is necessarily an evil, still the result in the present case appears to have been that, in the Broach districts especially, small ginning establishments have sprung up, which—owing either to ignorance as to the proper handling and setting of the Macarthy Gin, or to culpable or intentional neglect—has resulted in giving during part of the season under consideration a most unenviable distinction to the "Broach" cotton; at one time this staple was not inquired after—was in fact avoided—and the cause may to a great extent be found in the ignorance or neglect already referred to.

Increase of small ginning mills detrimental to the name and quality of "Broach" cotton.

4. It would appear that some of these minor establishments, the owners of which worked only as ginners, and did not combine agency business with it, turned out seriously damaged staple, and it has been stated on very good authority that in some cases the knives of the gins were *purposely* set so as to cut the seed, and thus add to the weight of the outturn.

5. This state of affairs naturally attracted the attention and excited the apprehension of some of the Broach gin-owners, who, by careful attention for a series of years to their machinery and their business, had made the name of the local staple so favourably known that it had attained a high place even in the home markets.

6. Appendix B shows the number of Cotton Presses licensed, &c., throughout the Bombay Presidency during the year 1871-72 contrasted with those in 1870-71.

Cotton Presses licensed in 1871-72.

In the town and island of Bombay there have been 3 manual and 6 steam presses less in the season under report.

In the Ahmedabad districts 9 manual and 2 steam presses have been added to the number working in the previous season.

In Broach and its districts 7 half-presses less have been employed, while 2 more steam full-presses have been erected.

In the Kaira districts 6 half-presses more have been employed; while in Khandeish the number of half-presses has fallen from 11 to 4.

In Surat 5 half-presses have been added to the number of the previous year.

In the whole of the Presidency the half-presses have increased by 31, and the licences for steam full-presses have decreased by 2, the total number of half-presses licensed in the past season being 287, and of full-presses 153.

From the above it will be seen that 6 full-presses less have been licensed in Bombay, while 2 have been erected in the Ahmedabad and 2 in the Broach Zillahs, the natural tendency being to full-press cotton up-country, and thus to considerably reduce the bulk of the bales forwarded to Bombay whether by sea or land.

During the season under notice it appears from departmental reports that in Khandeish and the Deccan 49,447 bales, and in Guzerat 53,767 have been full-pressed, making a total for these provinces of 103,214 full-pressed bales. In Carwar 33,112 bales were full-pressed between the 1st October 1871 and the 30th September 1872.

7. Appendix C exhibits the number of cases tried under the Act during the year 1871-72. The total number of cases tried was 16, acquitted or reversed on appeal 4, leaving 12 cases in which the individuals concerned were punished; this I find to be 3 cases in excess of the previous year, as although a considerably greater number of cases was brought to trial a less number of convictions was obtained. Government were pleased not long since to sanction a reward of Rs. 100 each to two Borahs in the Kaira districts, for aid and information given to the officers of this Department, and which resulted in two large seizures of adulterated cotton, and in the imposition of heavy fines on the delinquents. The above facts have been made largely known by handbills printed in the vernaculars, and distributed in the districts by the various District Inspectors, and a promise of similar rewards—according to the value of the information—was made to all or any who might afford similar aid; these rewards and the publicity given to them will, I have little doubt, have a very beneficial effect, if not directly in securing information and convictions, at least in creating such a feeling of insecurity in the minds of the professional adulterators that they will hesitate to carry on their malpractices so openly and frequently.

Cases tried in 1871-72.

Two rewards of Rs. 100 given to two informants in Kaira: granting of handsome rewards a valuable aid to the Department.

8. The number of the Officers of the Department is so limited—

when the large area over which their duties are extended is taken into consideration—that it becomes a matter of the greatest importance to secure every assistance for them which can properly be obtained; and on these grounds I would beg to advocate liberal and handsome rewards on all occasions where aid or information is efficiently rendered, as no Police, be they ever so intelligent or zealous, can carry on their duties effectively unless they are aided directly or indirectly by the population amongst which they serve.

Bales exported in 1871-72.

9. Appendix D shows the number of bales shipped from the ports of Bombay, Kurrachee, and Carwar to foreign external ports from July 1871 to June 1872.

The total number of bales shipped during the above period was—

	Bales.
From Bombay	1,108,716½
,, Kurrachee	44,337
,, Carwar	26,380
Total shipped in 1871-72	1,179,433½
Deduct—	
Shipped from the same ports in 1870-71	1,168,407
Excess in the year 1871-72	11,026½ bales.

Thus 11,026½ bales more were exported from this Presidency in the last year than in the year 1870-71.

The value of the bales exported from Carwar during the year 1870-71 is not recorded; I can therefore only compare the values of the Bombay and Kurrachee exports for the past two seasons:—

	Rs.
Total value of Bombay and Kurrachee exports for 1871-72	13,57,44,731
Do. do. do. for 1870-71	13,11,20,418
Excess value in 1871-72	46,24,313

The number of bales as above shown shipped last year in excess of the previous one from the whole Presidency was 11,026½, and the excess value as above for the ports of Bombay and Kurrachee Rs. 46,24,313.

Value of do. per bale.

The average value per bale for Bombay and Kurrachee according to the above figures was—

Rs. 117-11-7½ in 1871-72,
and Rs. 112-11-8½ in 1870-71.

Excess value in 1871-72 per bale, Rs. 4-15-11.

From the port of Bombay 27,312½ bales *less* were exported in 1871-72 than in 1870-71, while from Kurrachee 17,247 and from Carwar 21,092 *more* bales were exported in the last season than in 1870-71.

Although from the port of Bombay 27,312½ bales less were exported in 1871-72, the aggregate value exceeded the exports of

1870-71 by Rs. 28,03,901; and the Kurrachee exports for 1871-72 (17,247 balés in excess of the previous year) exceeded that year's exports in value by Rs. 18,20,412.

The general result therefore is that it appears more cotton was exported last year than in the year 1870-71; that the value of the cotton exported from the ports of Bombay and Kurrachee amounts to nearly half a million sterling in excess of the year 1870-71; and that the increase value of exports from Bombay and Kurrachee averaged per bale over 4 per cent.; while though the city of Bombay exported less cotton, the aggregate value was upwards of a quarter of a million sterling in excess of 1870-71.

Receipts and Disbursements.

10. Appendix E shows the Receipts and Disbursements of the Cotton Improvement Fund during 1871. The balance in favour of the Fund on the 31st March 1872 was Rs. 2,44,935-4-9; since then, however, Government have reduced the export free from 3 to 2 annas per bale: thus the income at the same rate of export will be reduced by one-third.

Area of land under cotton.

11. Appendix F gives the comparison of the area of land under cultivation, and estimated outturn of the same, between the seasons 1870-71 and 1871-72. A decrease in land under cotton cultivation appears in all the Divisions of the Presidency, and amounts in the total—as far as the above returns shows—to the large number of 772,397 acres 15¼ goontas.

In the Northern Division the decrease has been most considerable, it being 276,084 acres 18 goontas; here Khandeish shows the greatest falling off, the decrease amounting to 187,644 acres 6 goontas of exotic cotton: this may, however, be attributed to the unfavourable season, under which the Khandeish district suffered so much. The Collectorate of Ahmedabad shows a decrease of 92,916 acres 19 goontas of indigenous cotton—relatively, however, nearly as great a falling off as in Khandeish.

In the Southern Division the decrease is 264,605 acres 37¾ goontas, but the returns shows an estimated increase in yields of 6,463 candies and 133¼ pounds; this is to be attributed to the increased estimate of outturn per acre for Dharwar, which is now given at 46¾ lbs. per acre, as opposed to 24 lbs. in the previous season, being nearly 100 per cent. advance on the previous year's estimate, the estimate for 1871-72 showing an increase of 8,878 candies 372 pounds.

The decrease of area in the Southern Division is general; very slight, however, in the Dharwar Districts, and relatively most apparent in the Poona and Sholapoor Collectorates, especially in the latter.

The total decrease of area in Sind amounts to 5,805 acres 21 goontas.

In the Native States the decrease in the total amounts to 225,901 acres 18½ goontas; this has taken place almost entirely in Katty war, where the return shows a falling-off of 176,058 acres 33½-

goontas of indigenous cotton; while in Cutch the decrease has been 38 400 acres.

12. The following table shows at a glance the decrease in the year under report of the indigenous area and crop, also of exotic, in the several Divisions, &c., of the Presidency:—

Table showing decrease of area and crop, and locality of ditto.

Division.	Total Decrease in the Indigenous Area and Crop.		Total Decrease in the Exotic Area and Crop.		Decrease in the Total Area and Crop.	
	Acres. Gts	Candies lbs	Acres. Gts.	Candies bs	Acres. Gts.	Candies lbs
Northern Division.	81,539 8	8,311 156	194,545 10	51,970 253½	276,084 18	60,281 409½
Southern Division	235,310 28¾	2,182 282¾	29,265 14	*	264,605 37¾	†
Sind	5,824 21	2,096 661	‡	...	5,805 21	2,096 661
Native States	198,843 25½	23,265 211¾	27,057 33	1,254 734	225,901 18½	24,620 102
Total for Presidency of Bombay	521,547 38¾	35,855 527½	250,849 17	44,679 571½	772,397 15¼	80,535 315¼

It is worthy of remark that notwithstanding this large actual decrease in area, and *estimated* decrease of 80,535 candies 313¼ lbs. in outturn, amounting as it does to 161,070 full-pressed bales of 392 lbs. each, yet the export for the season as compared with 1870 71 has, instead of falling off, increased in 1871-72, as shown in para. 10, by 11,026½ full-pressed bales.

Although area is largely decreased, export has increased.

13. This apparant anomaly can, I think, be accounted for chiefly, if not entirely, by a consideration of Appendix G, where the estimates of the Revenue authorities have been reduced to "yield per acre." I observed in para. 11 of that portion of last year's Annual Report provided by myself, dated October 31, "it is not at all improbable that our Revenue authorities never learn the full, or exact, outturn of Government land—it is not to the interest of our cultivators to give information on this head; while in the Native States considerable exactitude is demanded and enforced in this particular"

Consideration of Appendix G accounts for this.

Referring to Appendix G we find that the Baroda territory still gives a high return per acre, viz., 116 lbs., and next to it to the north our Kaira Collectorate returns an average yield of 75½ lbs., while immediately to the north of Kaira our Ahmedabad Collectorate returns but 33⅓ lbs. to the acre. Again Dharwar, which shows the largest area under cotton of all our Districts or States, returns but 46¾ lbs. per acre; while Kulladghee, also largely under cotton, shows but 10¼ lbs., and Belgaum but 8⅔ lbs. per acre.

14. From returns forwarded by Mr. Wilkinson, District Inspector for Khandeish and the Deccan, I find that he estimates a full or bumper crop, known as "a 16 anna crop," at 80 lbs. per acre in the Deccan and Khandeish. Last year's crop for Khandeish he esti-

* Increase of 8,615 Candies and 416 Pounds.
† Increase of 6,463 Candies and 133¼ Pounds.
‡ Increase of 19 Acres.

mates at annas 7·36; this estimate should therefore give an average of about 36 pounds per acre for Khandeish, whereas 23½lbs. is the Revenue estimate. Regarding these estimates Mr. Wilkinson writes as follows concerning the Deccan:—"In order to obtain the standard of a 16 anna crop in the Deccan Collectorates, I made careful inquiries from the Mamlutdars some months ago, but in their replies such wide discrepancies appeared as to make the information, in my opinion, unreliable. For instance, in Barsee (Sholapoor) a 16 anna crop is given at 19½ lbs.; Mr. Manley raised 100 lbs. per acre in Marheh, close by, in a dry season, and on an average soil. In Newassa, one of the best cotton-growing talookas of Ahmednuggur, 22 to 25 lbs. is given, and in Tasgaum, of Sattara, 24 lbs., for a full yield. As opposed to these low estimates 125 lbs. per acre is given as the standard of a 16 anna crop in the Indapoor Talooka (Poona), which is not likely to be more productive than any of the other districts mentioned. I consider 80 lbs. per acre to represent a 16 anna crop in the Deccan, as in Khandeish."

15. Again, for the Southern Maratha Country, Mr. Walton, the District Inspector, estimates a 16 anna or bumper crop of the exotic, or Dharwar American, at 90 lbs., and the indigenous at 75 lbs. per acre. For the season 1871-72 he puts the Dharwar outturn for exotic at 15¼ annas, or nearly a full crop, and the indigenous at 14¼ annas. In Belgaum the outturn he estimates at 15½ and 14 annas respectively, and in Kulladghee at 13½ and 10½ annas respectively.

The above estimates would give to the acre as follows for 1871-72:—

	Exotic. lbs.	Indigenous. lbs.
Dharwar	85¾	66¾
Belgaum	87½	65⅝
Kulladghee	76	49¼

Average on the above, 71⅜ lbs. per acre.

The Revenue estimate for the above is as follows, per acre:—

	Average Yield per Acre. lbs.
Dharwar	46¾
Belgaum	8⅜
Kulladghee	10½

Average on the above, 21⅜ lbs. per acre.

16. I think a consideration of the above extract and figures will tend to account for the anomaly (previously referred to) of a falling off in area of 772,397 acres, accompanied by an increased export of 11,026½ full pressed bales.

Although it is possible that the estimates of the officers of this Department are too high, it would equally or more forcibly appear that the Revenue estimates are far too low.

I would therefore respectfully suggest that it might be advisable to request the Collectors to desire their subordinates, who doubtless provide matter for these returns, to be careful in their estimates for ensuing seasons, so that there may exist less grounds for looking on them with distrust; at present these returns lose much of their value, owing to the doubts which arise as to their exactness.

Greater accuracy required in Revenue returns of Estimate.

17. I may here remark that the establishment of permanent Government Farms would largely tend to provide reliable information as to the outturn and money value of various crops; this information would be most valuable to Officers of the Survey in fixing assessments in the different districts; and inasmuch as the chief portion of the Government income is derived from land, I am respectfully of opinion that apart from the other and great advantages which might be expected to accrue to the agricultural population from the establishment of such Farms, their cost would be amply repaid by the exact and reliable information which the Survey and Revenue authorities could derive from them. With a view to the above I have already framed blank forms of returns both for wet and dry crops, showing the total cost of rent and all farming operations for each field, and the outturn and market value of the produce of the same. These returns, carefully filled in by the Superintendents of Government Farms, would provide a reliable standard of cost of production, and weight and value of the crop, which is now not to be obtained from any other source, and which at the same time it is most desirable that the Survey and Revenue authorities should be annually provided with.

The establishment of permanent Government Farms would enable this Department to provide both Revenue and Survey Officers with reliable information as to yearly outturn and value of various crops.

18. Owing to the reductions which have been effected by order of Government, and by which the strength of the Inspectorial staff was reduced by three Inspectors, considerably increased duties and larger charges have been allotted to the remaining Inspectors.

Present duties and charges of Officers of the Department.

Owing to the reduction above referred to, Mr. Turner was removed from Bombay and placed in charge of the whole of the province of Guzerat, Messrs. Merritt and Harrison dividing between them and performing the duties previously carried on by three Inspectors. Mr. Wilkinson, formerly District Inspector for Khandeish, had the charge of the Khandeish and Deccan Collectorates allotted to him; and to Mr. Walton, the District Inspector for Dharwar, was given the charge of the whole of the Southern Maratha Country, &c., while the duties of Cotton Commissioner and Inspector-in-Chief have remained, as for some time previous to the departure of Dr. Forbes for England, in the charge of one Officer, both offices having been conducted by myself; owing to this amalgamation the correspondence and general duties have been considerably increased. Mr. Marritt has afforded willing assistance in the office, and his services have been especially use-

ful during the periods of my absence from Bombay. I would here beg to add that all the superior officers of the Department, as also with few exceptions the subordinates, have performed their various duties zealously and well, and to my entire satisfaction.

19. In the City of Bombay, as appears from the Reports of Messrs. Merritt and Harrison, 828,341 bales have been full-pressed in their divisions; of these 514,861 have been on European, and 313,480 on the Native account. It further appears that a considerable number of bales are pressed in the Bombay Presses on Sundays, and at hours when no official inspection can be arranged for.

20. Appendix I, a return provided by Mr. Merritt, shows the number of bales pressed in his Division and by what Presses. J, also provided by that officer, is a useful table showing the number and description of Cotton Presses in use, and the power employed, in his Division.

21. Returns K and L, provided by Mr. Harrison, are of the same nature; Return K has been framed from the books kept by the Sub-Inspetors, showing the number and particulars of the bales pressed when they were on duty; there would appear to have been a further number of 20,773 bales pressed on Sundays and at hours when the Sub-Inspectors were off duty, the grand total being thus 317,062 bales.

22. From the Report furnished by Mr. Turner, District Inspector for Guzerat, it appears that the bales sent during the season under report from the Broach, Pelej, and Chumargaum stations exceeded the number of the previous year by 7,335, and were forwarded as follows :—

From	Broach	1,795
,,	Palej	2,569
,,	Chumargaum	2,971

Appendix M is a useful return provided by Mr. Turner, showing the weight of cotton sent down the B. B. and C. I. Railway to Bombay, and the stations whence exported.

23. Appendices N, O, and P are provided by the Preventive Officer, Mr. Winckler, for the Surat and Broach rivers, &c., &c., and show the number of bateelahs inspected, locality, &c., &c.; also the number of bales exported from the various bunders under his charge, return and results of seizures, &c. The bateelahs inspected numbered 573, and carried 46,927 bales.

24. Mr. Wilkinson, the District Inspector for Khandeish and the Deccan, amongst other returns, forwards an interesting "Analysis of Cotton Export," which is appended marked Q; also a statement of cotton exported from Sholapore, &c., appended and marked R.

25. Mr. Walton, the District Inspector for the Southern Maratha Country, also furnishes a valuable return, being a comparative statement of exports of cotton, and an analysis of the same, together with another return of export which will be found of interest; these are appended and marked S and T respectively.

26. Mr. Hughes, the District Inspector for Sind, having but lately joined his appointment on return from furlough, had comparatively little of interest to report; the full presses in his Districts are confined to Kurrachee itself, and are as follows:—

The Kurrachee Press Company	...	2	Presses.
,, Albert Press do.	...	3	do.
,, Tyabjee Press do.	...	2	do.
Total...		7	

Mr. Hughes has supplied a table of exports during the years 1869, 1870, 1871, which is marked U and appended; there appears to have been an increase of about 33 per cent. in the exports between the years 1869 and 1871; of the total exports about ½ is forwarded to China.

27. Mr. Kajee Burhanoodin, the Preventive Officer of the Department, for His Highness the Hubshee's territory, forwards with his usual report a statement showing the puttimars, &c., inspected by him; he also makes certain recommendations for the suppression of smuggling, or rather cotton robberies, along the coast south of his charge; these shall receive due attention subsequently; the statement above referred to is marked V and attached as an Appendix.

28. I will now address myself to a consideration of the Reports of the Superintendents of Cotton Experiments.

29. The number of Superintendents employed during the past season has been the same as in previous years, viz., four:—

Mr. Shearer in Dharwar.
,, Stormont in Guzerat.
,, Milne in Khandeish.
,, Strachan in Sind.

30. Mr. Shearer in Dharwar had in the total 80 acres under cotton; of these 50 at Koosegul were devoted entirely to raising exotic cotton from the best "selected seed," whilst the remaining 30 at Nowlgoond were sown with indigenous. As noted in a previous report, Mr. Shearer obtained land somewhat too late in the season to do full justice to the coming crops, with regard to previous preparation of the land.

31. The 50 acres at Koosegul were comprised in 3 fields, numbered in the report 1, 2, 3. The sowings commenced on the 1st, and were completed in the last sown field on the 10th September; in Field No. 3 about an acre sown early in August entirely failed, owing to want of moisture in the land: this was worked up, and with the remainder of the field sown as above mentioned.

32. The crop suffered more or less from excess of rain at one time in October, and from "strong cutting winds in November and December," the latter doing considerable injury to the plants, and causing the flowers to fall; the rain also stopped the development of the nearly matured bolls for the latter picking.

33. The yield of the three fields was as follows per acre:—

	Seed cotton.
No. 1 Field	200 lbs.
,, 2 ,, ...	180 ,,
,, 3 ,, ...	187 ,,
	3) 567 ,,
Average per acre on the whole sowing	169 lbs.*

Taking ⅓ as the outturn of wool to seed, the average yield of the 50 acres was 63 lbs. clean cotton per acre. This yield is 9 lbs. less per acre than the grand average for the previous season; it is, however, 16¼ lbs. above the average yields for Dharwar as given in Appedix G—*i.e.*, it is a heavier yield by upwards of ⅓.

34. At Nowlgoond, where 30 acres were cropped with indigenous, 3 fields were sown. The plants suffered much in the same way as at Koosegul, at one time from drought, and at another from too much rain.

The yield was as follows per acre:—

	Seed cotton.
Field No. 1.....	249 lbs.
,, No. 2.....	174 ,,
,, No. 3.....	83 ,,

The average yield for the above was of seed cotton 177⅓ lbs. per acre, which, calculating 26 per cent. as the outturn of wool, gives 46 lbs. of clean cotton per acre; this is just ¾ of a pound less than the Revenue estimate for the whole Dharwar crop, but as the area under exotic cotton is as 2 to 1 of indigenous, the Departmental average on the whole sowing would at the above rates be 63 (lbs. of exotic) × 2 + 46 (lbs. of indigenous) ÷ 3 = 57⅓ lbs. per acre, or about 24 per cent. *in excess* of the estimated outturn for the whole district.

35. Mr. Stormont, the Guzerat Superintendent, reports that there is little left to be done in the way of "experiment" so far as the introduction into the Broach Districts of absolute exotics is concerned; a few plants were, however, raised for the purpose of hybridizing and getting crosses with the native plant.

36. 42 acres and 1 goonta were put under cotton by the Guzerat Superintendent; of these about 12 acres lay in the neighbourhood of Surat, the remainder near Broach.

Three descriptions of manure were experimented with:—

1. Town manure, consisting of street sweepings and night-soil.
2. "Poonac," a manure imported from Ceylon and considered valuable as a coffee manure; it appears to be the refuse of the kernel of the cocoanut after the oil has been expressed.

* This average, however, depends on the number of acres in each field, which has unfortunately not been mentioned.

3. Bettison & Co.'s Patent Compost, received for trial from Messrs. Greaves, Cotton, & Co.

37. The town manure produced the usual effect on the plants, causing them to shoot up and grow luxuriantly; their strength, however, seemed to run entirely to wood, and although the plants were fine the produce was not good: this was found to be the case in previous seasons; and from this result the Superintendent infers that this class of manure is too strong for cotton, at least in the good soil of the Broach Districts, and that the plant would give a better outturn when grown on land well manured in the previous, instead of the current season. The two special manures above mentioned did not produce "the slightest apparent effect."

38. This, however, may be owing to the fact, as stated in previous Reports, that the good qualities of these manures do not exhibit themselves on their first application, but appear to be of more service in the following season. This may well be the case with "Poonac," as it is a vegetable manure and would require to be decomposed; with a chemical manure the necessity for its being applied a length of time before showing any good results is not so apparent. The unfortunate necessity under which we have as yet worked, of being obliged to give up the land yearly, precludes the Superintendents from arriving at any final and well-defined conclusions on points of this nature.

39. The outturn of the above sowings would appear to be as nearly as possible 50 lbs. of clean cotton per acre; for each individual field, however, it varied considerably, and Field No. 5, though light soil and of low rental, shows an outturn of 278 lbs. per acre = 92 lbs. clean cotton, while No. 4 Field, of first-class land, shows an average of only 133 lbs. or about 44 lbs. clean cotton, per acre!

40. This 50 lbs. average is, as Mr. Stormont remarks, but "a very ordinary crop;" it is, however, fully accounted for by the fact that the best fields in the Broach Districts lay exposed, and suffered from the depredations of gangs of thieves, as well as the inroads of cattle; while in the Surat District, according to a previous Report, the cultivator himself would appear to have been the culprit. The fact that a poor soil in a more protected situation gave the yield of 278 lbs. seed cotton per acre, while a rich soil in the same locality, subject to the same rainfall, &c., but in an unprotected situation, gave only 133 lbs. per acre, or *less than half* of the poorer soil, is quite sufficient to show that some unusual and improper influences were at work. On one occasion Mr. Stormont, when visiting one of these outlying fields, found a "gang" of coolies of some twenty and upwards busily engaged in picking on their own account.

41. The result is, as the Superintendent remarks, that his statistics of outturn, &c., &c., are practically useless. If, however, it be admitted that the far better soil should, as considered by Mr. Stormont, give the higher yield, we have the satisfaction of knowing that the general outturn should have been very good indeed; as the poorer soil gave a very high average, and one which com-

pared with the average for the Broach Districts at large is upwards of 20 per cent. in advance of it.

42. The above condition of affairs is, as remarked by the Superintendent, "only another proof of the necessity of obtaining without delay permanent possession of land."

43. The localities in which land might be permanently obtained are mentioned. Mr. Stormont then refers to the vexed question whether model farms can be made to pay; and, although anticipating considerable drawbacks from the dishonesty of the *employés*, gives it as his opinion, founded on careful estimates, that in about the period of five years from first starting, a model farm would pay off the first heavy outlay incurred in its establishment, and that "the whole debt would be liquidated and the farm left clear."

44. With reference to the necessity of creating such farms the Superintendent says "there cannot honestly be two opinions. The agriculture of India is undergoing a rapid change, caused by the requirements of the country. The breaking up of permanent pasture will of itself eventually necessitate a change in the course of cropping. I have no doubt that the land will yet yield double what it does at present. These expectations will, I am sure, be shared by every one who knows anything of the extraordinary progress of Scotch agriculture during the last fifty years."

45. The Sorgho and tobacco cultivations have been previously reported on in full; and the former it is stated is likely to be found a very profitable crop for forage. The cultivators, as usual, gladly purchased all the cotton seed which could be spared.

46. Milne, the Khandeish Superintendent, regrets that he is "unable to report more favourably on the experiments of last year;" this is due to a very scanty rainfall, owing to which the crops in Khandeish proved almost a total failure in the season under notice. The rain that did fall came moreover at most unfortunate periods. The first fall sufficient to admit of sowing operations was very late; this was followed by a long break, which largely prevented the seed sown from germinating.

47. In the fields cultivated by the Superintendent the sowing was finished about the 10th of August, or about six to seven weeks later than the usual time; subsequent to the sowing the season still remained unfavourable, but little rain fell, and the result was —as on the lands of the cultivators—loss and great disappointment. Mr. Milne says "in many instances I knew Koonbees sowing their land three times."

48. The following varieties and classes were sown last season:—

Sea-Island, Egyptian, Peruvian,
Broach, Akote, and Hingunghat.

Of the above, the exotics suffered most from the exceptional season; Akote and Hingunghat did not fare much better, and Broach appears to have held its own better and to have been hardier than any of them. Mr. Milne thinks the Broach has not as yet had a fair trial.

49. A cask of "patent manure" was tried and carefully ap-

plied as per accompanying instructions. No results followed; while in the case of several well arranged experiments with manured and unmanured land, the result, owing, as in the first instance, to the want of rain, appeared to be on the manured land more detrimental than advantageous.

50. Some valuable hybrids were obtained; although with great trouble, the want of rain causing the plants to shed flowers and foliage; while "selection" of seed has also been carefully attended to, and a quantity of very superior pedigree seed was on hand for sowing the ensuing season, while many of the ryots in the neighbourhood of the experiments applied for seed for their own sowings. The tobacco suffered, like the cotton, from want of rain, and the Sorgho, owing to its having been sown so late in the season, fell a victim to the cold and frosts of December. Mr. Milne is, however, anxious to give it a fair trial, and sow about the same time as Jowar, early in the season.

51. Mr. Strachan's Report from Sind is in this season of more interest than that of the other Superintendents; his land being irrigated, he had not, like Mr. Milne, to lament the loss of his crops from want of rain, and he possesses the advantage, which the other Superintendents have long been wishing for, of having the land of his farm in permanent occupation.

52. Of some twelve indigenous and exotic varieties sown in the experimental portion of the farm, but two turned out satisfactorily, viz., the Sind native, and the American; the others, Broach native included, though in many cases growing strong and healthily, matured too late in the season to allow of the fruit ripening and arriving at perfection.

53. The American in a field of 4¼ acres gave an average outturn of 232 lbs. clean cotton per acre, thus giving a higher yield even than the native Sind, the highest outturn of this being, on 1½ acres, 228 lbs. per acre, while on the farm generally, and under different treatment as regards ploughing and sowing, 216 lbs. was the highest yield.

54. It will be seen from the above that the American in Sind gave about as heavy an outturn of "clean cotton" as our best land in other parts of the Presidency has given of "seed cotton," or, in other words, nearly three times the yield. This, however, is chiefly to be accounted for by the use of irrigation, and also by the fact that at the Sind farm rain is almost unknown; the consequence is that there the young plants do not suffer, as elsewhere, from excessive rain at one period, and a total or partial want of it at another stage of their existence.

55. Egyptian it is considered may succeed under a different system of cultivation, and Nankin has not yet had a fair and sufficient trial. Deep ploughing and line-sowing—instead of broadcast—had also an appreciable effect on the yield.

56. The Revenue estimate of yield per acre in the Hyderabad Collectorate is given in Appendix G at 163½ lbs., while the American on the model portion of the farm stands at 232 lbs., being 68½ lbs. per acre, or considerably upwards of ⅓, excess in favour of American. The "average per acre, (of Sind native was) close on

183 lbs. clean cotton on an area of 41$\frac{1}{10}$ acres ; " the general estimate as above shown gives 163$\frac{1}{4}$ lbs. per acre : thus the farm average exceeds the estimate as per Appendix G by nearly 20 lbs. per acre, or 822 lbs. on the 41$\frac{1}{10}$ acres; this excess outturn of the farm land is equal to a little more than the yield of 5 acres as per the Revenue estimate, or as nearly as possible of $\frac{1}{8}$ of the whole area sown with Sind native at the Salara farm.

57. A portion of one field was sown on the ridge principle, as advocated by Mr. Login, but Mr. Strachan " failed to see any improvement in the plants," and, owing to insufficient space for storing and keeping the produce separate, the exact weight of outturn could not be arrived at; Egyptian, American, and Sind native are this year being tested on the ridge principle, when, it is to be expected, some conclusion may be arrived at.

58. He, like the other Superintendents, has paid every attention to the selection of seed, and secured a large quantity. The spare American seed resulting from last season's sowing has been distributed to the amount of 1,994 lbs., enough to sow nearly 200 acres; this seed having been sent in various directions, in the districts of Thurr and Parkur and in Kurrachee and Shorapore, we may look forward to receiving some interesting information concerning its cultivation, &c., at the close of the present season.

59. Hybridization has also been attended to, and the Superintendent speaks of one cross as being likely to turn out well, viz., American by Dharwar indigenous; he anticipates that it will be the most prolific fruitbearer on the farm, and although the staple is not so good as could be desired, it is still very superior to the produce of the sind native. The above is a troublesome and to a certain extent a disappointing process, as less than 5 per cent. of the flowers impregnated matured their seed; this was chiefly owing to the attacks of insects, but also to the plant shedding the flowers which had been previously impregnated.

60. Farmyard manure is spoken of by Mr. Strachan as undoubtedly the best, and he considers the Poonac and coffee manures much inferior : this conclusion has been arrived at after a good trial.

61. The Sorgho has again been sown, and is doing well. The Superintendent then remarks on the English implements used on the farm. It is much to be regretted that the owner of the fields at the Mulleer did not carry out his agreement as to allowing 2 acres of the land under cotton to remain in that condition for the following season: the same difficulty was experienced at Veerûmgaum some seasons since in the case of land under Egyptian, the object on each occasion being to see if any advantage would result from treating the plant as a perennial, as is done to a large extent in the Kaira Districts.

62. The general results attending the labours of the Superintendents are as follows:—

(1.) The Departmental yields have been, as a rule, considerably higher than the Revenue estimates for the districts in which operations have been carried on.

(2.) " Selection " has been carefully attended to, and a consider-

able quantity of first class seed has been distributed, the ryots taking it willingly, and indeed being anxious to get it on payment.

(3.) Hybridization has also been persevered with, and in Sind there is every prospect of a valuable cross being obtained between the American and Dharwar native.

(4.) The introduction of *pure* exotics has now been pretty conclusively shown to be unremunerative, and therefore useless, in the lower part of Guzerat and in Khandeish. In Dharwar the American can no longer be considered an exotic. In Sind, as far as present experiments go, the "American Uplands" bids fair to be a success, having this year exceeded the prolific "Sind native" in yield, while "Broach," though quite unsuccessful in Sind, is very favourably spoken of both in Dharwar and in Khandeish—in the latter district especially, as it seems to have withstood the trying vicissitudes of the very unusual monsoon better even than Hingunghat.

(5.) Sorgo, the seed of which was received too late in the season to admit of a fair trial, was sown by all the Superintendents; it was partially successful at Broach, but suffered in Khandeish and Sind from the severity of the weather, owing to its having been sown so late. The general opinion however is, that it will succeed if sown at the same time as crops of its class, and, if so, that it will be very valuable as forage. The fresh sowing in Sind this season has as yet been very promising.

(6.) Tobacco-sowing has been successful in Guzerat and Khandeish; and it would appear that in both localities Havannah and Shiraz will flourish, and may be introduced with little difficulty. The want of knowledge and appliances for proper curing of the leaf has been the chief drawback.

(7.) The English agricultural implements used by the Superintendents are, as a rule, considered too heavy, though there can be no question as to the superiority of the work performed. In Sind especially, lighter implements are required, as the plough, &c., has to be turned so frequently. The difference however, in the quantity of water required for irrigating land ploughed deeply by the English and lightly by the native plough is—as mentioned by Mr. Strachan—very remarkable; he says, speaking of the English plough, "The cotton plants thrive much better on land turned over with it, and also require less water than they do on soil ploughed with the country plough, and the yield of cotton per acre on land tilled with English tools being 12 lbs. above the highest return of any of our other fields, though land wrought with the foreign implements was *considerably inferior in quality* to the field from which our highest return by the native system of culture was obtained. The former was *four times* watered, while *the latter got nine waterings all over, and part of it got ten.*"

The italics are mine.

"Deep ploughing," in addition to its direct advantage to the plant, would thus appear to result in the saving of a considerable amount (say 50 per cent.) of water in irrigation, and consequently and in addition, in a saving of cattle power, and therefore of expense in lifting the water. It may thus—if proved

to be as advantageous as would appear, and if largely practised in years to come—eventuate in the saving of large sums of money in irrigation works, and even tend to reduce the disposition to certain classes of fever now said to be so prevalent in the neighbourhood of irrigation canals: further it would appear to double the advantage received from a fixed supply; if this be the case, the rainfall in a district where it is naturally scanty and insufficient would in effect be artificially and indirectly *doubled* by this deep-ploughing and superior treatment of the soil. With regard to ploughs Mr. Shearer also speaks. The plough sent out by the Marquis of Tweeddale appears in its construction to be well suited to native learners and beginners in this country; it is said that "it is very easy to work, for when once the furrow is formed it requires no holding to keep it straight," and even with one pair of bullocks "the work progressed very satisfactorily." The English harrow was also found useful, and superior to the native implement for covering in the seed, as the former leaves the land rough and broken, and ready to receive moisture, instead of smoothing it over and laying it flat, as is the case when the latter is used, and when a considerable portion of the rainfall would naturally run off, while the "skin," or crust, which forms on level surfaces in black and other rich soils after heavy rain would not be so unbroken, and therefore so objectionable.

63. Mr. Stormont, in a separate letter written subsequently to his final Report, speaks of some experiments which he has lately been making in altering and improving the plough and hoe for cotton cultivation; his improvements and suggestions appear to be decidedly useful and advantageous, and I purpose forwarding a copy for the information of Government.

64. I trust most respectfully that some arrangements may shortly be arrived at with the Government of India whereby sufficient funds may be received to admit of the establishment of one or more farms, in the various districts at present known to the Superintendents.

65. The various points touched on in the Reports of Officers of the Department with regard to present arrangements, local establishments, &c., &c., I shall do myself the honour of representing to Government in a future communication.

66. In conclusion, I beg to request attention to the return marked H; from this it will be seen that about ¼ of the land capable of producing cotton was so cropped last season, while only about $\frac{1}{13}$ of the arable land of the Presidency was devoted to cotton in the same period; this is a new return framed for the first time this season, and shows the total arable land in the Presidency, the total average capable of producing cotton, the total actually under cotton, &c., &c., in the past season, 1871-72.

67. The information for framing this return is received at various times from the Collectors and Officers of the various Districts, and my reason for requesting attention to it is that I am respectfully of opinion a more full and most useful return of the same nature could be secured by adding very slightly to the labours

of the subordinates who supply the data for the abovementioned Reports.

68. I would beg to propose that in addition to the cotton returns of area, &c., &c., similar returns should be provided for all other crops. The greater portion of the information for this could, I think, be collected at the same time as that for the cotton returns, and it would enable me to supply Government and the public with information of a very important and valuable kind. I should then be able to show yearly the total land under cultivation in the Presidency and in each District, the nature of the crops, and the acreage devoted to each, together with other information, none of which, as far as I am aware, is at present obtainable. On this subject also I purpose doing myself the honour of addressing a separate letter to Government.—I have, &c.,

A. T. MOORE, Major,
Offg. Cotton Comr. and Inspr.-in-Chief, Cotton Dept.

No. 684 of 1873.

BOMBAY CASTLE, *6th February* 1873.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am desired by His Excellency the Governor of Bombay in Council to forward copy of a letter and accompaniments addressed to the Secretary of the Chamber of Commerce at Liverpool, and shall be obliged by your favouring me with your views on the subject in October 1873.

E. W. RAVENSCROFT,
Acting Chief Secy. to Govt., Revenue Dept.

No. 683 of 1873.

BOMBAY CASTLE, *6th February* 1873.

To the SECRETARY to the CHAMBER of COMMERCE, Liverpool.

SIR,—I am desired by His Excellency the Governor of Bombay in Council to forward, for the information of your Chamber, copy of a Resolution passed by this Government on the subject of maintaining the Cotton Frauds Act in the Presidency of Bombay. For early reference, I beg also to forward a copy of the Act.

2. You will see from the Resolution of Government, that

His Excellency in Council proposes to make some change in the mode of carrying out the law; and he will be anxious to learn, after the experience of some months, whether the change has been beneficial, and whether in the opinion of your Chamber the Act should be cancelled, modified, or maintained as it at present exists. May I request, therefore, that you will be good enough in October 1873 to favour me with the views of your Chamber on this important matter.—I have, &c.,

E. W. RAVENSCROFT,
Acting Chief Secy. to Govt., Revenue Dept.

RESOLUTION OF GOVERNMENT.

No. 682 of 1873.

BOMBAY CASTLE, 6*th February* 1873.

His Excellency the Governor in Council has for some time had under his consideration the working of the cotton establishments of this Presidency. These are at present two in number—

1. The establishments employed by the Cotton Commissioner for the general improvement of cotton and agriculture, the charges of which are paid from the Imperial Funds.
2. The establishments employed by the Inspector-in-Chief for the prevention of cotton adulteration and for the suppression of frauds in the cottton trade, under the provisions of Bombay Act IX. of 1863, the charges of which are defrayed from fees* collected upon every bale of cotton exported from this Presidency.

*The maximum rate allowed by the Act is 4 annas a bale. At present 2 annas only are levied.

2. Up to the death of Mr. Bulkley in 1868, these offices were held separately; but on his death, the Inspectorship-in-Chief hitherto held by him, was, in addition to his duties as Cotton Commissioner, conferred on Dr. Forbes. On Dr. Forbes' departure to England in 1871, both of these offices were, as a temporary measure, placed under Major Moore, V. C., who was subsequently confirmed in the appointment of Inspector-in-Chief.

3. The Government of India now desire that the Cotton Commissionership of this Presidency should be amalgamated with the Cotton Commissionership of the Central Provinces; and in order to effect a saving, they add "that the proposed arrangements will involve no increase to Mr. Rivett-Carnac's present salary."

4. It appears that the office of Cotton Commissioner was created by the Government of India in 1863, the First Commissioner being Dr. Forbes. The salary payable out of the Imperial revenues, was

fixed at Rs. 1,600 a month with an office establishment, contingent, and other allowances, aggregating Rs 2,067 a month. Since however Major Moore was appointed temporarily to act as Cotton Commissioner, this amount has not been spent, and at present the following is the monthly expenditure :—

1.	Major Moore, Acting Cotton Commissioner † ...	Rs.	500
2.	Head Clerk	,,	120
3.	Second Clerk	,,	60
4.	Carkoon	,,	30
5.	Naik	,,	12
6.	Four peons, at Rs. 10	,,	40
7.	Contingent Allowance	,,	80
8.	Printing charges	,,	18
		Rs....	860

5. Dr. Forbes was also Superintendent of the Dharwar Gin Factories which were originally erected for the construction and repair of cotton cleaning gins in the Dharwar Collectorate. These Factories were however in June 1872 placed under the management and control of Mr. E. P. Robertson, Collector of Dharwar. The remaining duties of the Cotton Commissioner now are, to superintend all matters connected with the growth of cotton and agriculture generally, and to supervise the operations of Messrs. Shearer, Stormont, Milne, and Strachan, gentlemen sent out by the Secretary of State to undertake the management of experimental farms in the Dharwar, Surat, Khandeish, and Hydrabad Collectorates.

6. After some years' experience of the present management of these farms, His Excellency in Council is constrained to record that it has not been on the whole successful, though Government have reason to be satisfied with the conduct of the Superintendents generally, and the manner in which, with the defective means at their disposal, they have carried out the experiments entrusted to their charge. It seems to His Excellency in Council that a mistake was made in placing the farms and their Superintendents under the orders of the Cotton Commissioner, instead of under the orders of the Collectors of the Districts where the farms were situated. The consequence is that the farms have not been placed on a satisfactory basis; and with the exception of the one in the Hydrabad Collectorate, which has been more under the control of the District Officers, and on which large sums drawn from the Cotton Frauds Fund have been expended, they exist only in name. The practice appears to have been, except in Hydrabad, to rent fields here and there from the cultivators, for farming experiments, giving them up at the end of the season. Money has thus been frittered away without any result. This will for the future be prevented, and the farms placed on a permanent and satisfactory footing, if the duty and responsibility of looking after them and their Superintendents

† In addition to Rs. 1,958-5-4 (including travelling allowance Rs. 125) as Inspector-in-Chief; total drawn by Major Moore, Rs. 2,458-5-4.

be imposed on the Collectors who habitually reside in, and Revenue Commissioners who periodically traverse, the districts.

7. His Excellency the Governor in Council has on these grounds determined to alter the present system. From the 31st March 1873, therefore, the experimental farms and their Superintendents will be placed under the orders of the Collectors of Dharwar, Surat, Khandeish and Hydrabad respectively. With a view to this change each of these officers should, as soon after the 31st March 1873 as possible, require the attendance of the Superintendent attached to his Collectorate, and ascertain exactly how matters stand. Full reports should then be submitted to Government through the Revenue Commissioners and Commissioner in Sind, and definite plans proposed, with full details, as to the land required and all other particulars, for the early consideration of His Excellency in Council.

8. The other duties now performed by the Cotton Commissioner could in the opinion of Government, be more efficiently carried out by the Revenue Commissioners, the Collectors, and their Assistants, who are always in a better position to obtain reliable information and afford substantial aid in furthering agricultural interests than the Cotton Commissioner. And by this transfer of duties, a large annual saving, with increased efficiency, can be secured. The Government of India should therefore be informed that this Government are prepared to meet the wishes of His Excellency the Viceroy in Council, and have given instructions that after 31st March 1873 no further charge on account of the Cotton Commissioner or his office will be incurred in this Presidency. This Government would add that it does not think that the intervention of the Cotton Commissioner with the Government of India would prove beneficial.

9. With the view of carrying out these orders, the Cotton Commissioner should be directed to give his establishment immediate notice that after March 31st 1873 their services will not be required; and he should submit to Government at once, through the Accountant General, the names of such subordinates as may, under existing rules, be entitled to pensions or gratuities on account of the abolition of their offices All correspondence connected with the farms should at once be transferred to the respective Collectors mentioned in paragraph 7, who should lose no time in submitting, each for his own Collectorate, the full report previously ordered.

10. The question of the Cotton Commissioner having been thus determined, there remains to be considered the expediency of maintaining, as at present constituted, the system and establishments hitherto kept up for carrying out the provisions of Bombay Act IX. of 1863, for the prevention of adulteration and other cotton frauds.

11. It may be mentioned here that a memorial was in 1871 presented to Government by the Bombay Chamber of Commerce, begging them, for various reasons, to cancel Act IX. of 1863. This memorial His Excellency in Council carefully considered; but he did not feel himself in a position to comply with the request of the Cham-

ber. Finding however that the fees on exports, which then amounted to 3 annas a bale, were more than sufficient to maintain the necessary establishments, His Excellency the Governor in Council, concurring with the Government of India, reduced them, on the 15th May 1872, to 2 annas a bale. And though His Excellency in Council does not feel in a position, as desired by the Chamber of Commerce, at once to place the Cotton Frauds Act in abeyance, he is anxious to make such alterations in its working as to render it, he trusts, more efficient in future.

12. It seems to be generally allowed that fraudulent adulteration is still a marked feature in the cotton trade of this Presidency; and that Act IX. of 1863, which has now been in operation for some years, has failed to eradicate, though it may have diminished, this notorious evil. This failure to effect the purpose for which it was passed, is, doubtless, partly attributable to the wording of the Act, which renders it difficult to secure convictions under its punitive sections. But His Excellency in Council is not prepared to make the Act more stringent in its operation, and therefore it only remains to be seen whether it can be rendered more effective by creating a change in its system of working.

13. It appears that hitherto the Act has been carried out under the superintendence of an Inspector-in-Chief subordinate only to Government, and numerous Inspectors subordinate to him. These Inspectors are located, as shown in the accompanying statement, some in the cotton-growing districts, and some in the towns where the cotton is pressed and the export fees levied. But unfortunately, as His Excellency in Council thinks, the Inspectors have from the first been removed from the supervision of the Collectors of the cotton-growing districts in which they are employed, and placed, as before mentioned, under the supervision of an Inspector-in-Chief, who, of course, cannot be always near them. The Collectors have had therefore no power to see that the Inspectors carried out their duties vigorously and with judgment; and the consequences of a remote supervision are to be found in the little improvemet in the condition of Indian cotton which has taken place since recourse was had, in 1863, to special legislation. This seems to have been a mistake, and not in the spirit of Act IX. of 1863, which says that—

> "The Inspectors shall in their official capacities be subject in the island of Bombay to the orders of the Commissioner of Customs, and in all parts of the Presidency, except the island of Bombay, to the orders of the Collector of the district in which they hold their appointments, or in which they are at the time employed.'

14. The system hitherto in force thus appears not to have been the best which could have been selected. His Excellency in Council therefore desires to have changed, and he directs that, excepting in the island of Bombay, the Inspectors and their establishments in the districts, instead of being subordinate to the Inspector-in-Chief as hitherto, shall, as provided in the Act, from the 31st March 1873, be under the exclusive orders of the Collector of the

district in which they hold their appointments, or in which they are at the time employed. This will obviate the necessity of the Inspector-in-Chief leaving Bombay, where he should always reside.

15. The Inspector-in-Chief being thus always at the Head Quarters of the pressing and export trade, will be able to superintend efficiently the proceedings of the two Inspectors and eight Sub Inspectors located in Bombay. His principal duties will be himself daily to visit and see that the Inspectors and Sub-Inspectors daily visit and spend the entire day in the different cotton presses of the Presidency town where adulterated cotton can, if proper vigilance is used, be detected. And in order that Government may be sure that a very close supervision is maintained, each of the Inspectors and Sub-Inspectors should keep a diary in his own handwriting, and submit it weekly to the Inspector-in-Chief, who should send it through the Commissioner of Customs to Government. Mr. Reid should also issue any orders and take any action which may appear necessary to render the Act more efficacious in the Presidency town than it has hitherto been.

16. The changes which will be effected by these orders will enable the Inspector-in-Chief largely to reduce his establishment. He will not in future require any writer or clerks, for his duties will be strictly executive; and any small correspondence he may have to conduct, he can carry on himself. And as regards peons, his present number is much too large. Four peons at Rs. 10 for himself, and one each for Mr. Merritt and Mr. Harrison will be ample. As regards salary, he will draw Rs. 1,833-5-4 as at present; and as he will not leave the Presidency town, travelling or tentage allowance cannot of course be granted.

17. The district establishments also appear unnecessarily large. In Surat and Broach, eight peons are at present allowed. Four are ample, and the rest should be at once dismissed. In Ahmedabad a clerk on Rs. 85 a month and fifteen peons are allowed at present. Four peons are ample, and the rest and the clerk should be at once dismissed. The preventive establishments employed for 8 months in the year under Mr. Winkler are not of any use. They should at once be discharged, and Mr. Winkler should be employed in the Presidency town as a Sub-Inspector. In Khandesh, the establishments are much too large. Neither sheristedar, clerk, nor naique are requisite. Any correspondence which there may be Mr. Wilkinson should conduct himself with the Collector in English, as should all other Inspectors; and any vernacular orders which it may be necessary to communicate to the Mamlutdars or native officials should be communicated to them by the Collectors. Four peons may be employed under the Inspector in the manner the Collector of Khandesh may think proper. In the Southern Mahratta Country, a clerk on Rs. 70 a month and thirteen peons are employed. Four peons are ample; the rest and the clerk should be discharged. In Sind, a Moonshee and seven peons are now allowed. Four peons are ample; the Moonshee and the remaining peons should be discharged.

The Preventive establishment for the Hubshee territory should

be discharged, with the exception of the Inspector, Mr. Kajee Burhanoodeen, who should be transferred as a Sub-Inspector to the Presidency town. In the case of all these reductions, which should be carried into effect from the 31st March 1873, the Commissioner of Customs should report to Government through the Accountant General, the sums which, had the appointments been paid from the Imperial Funds, would have been due to each individual dis-established under these orders.

18. It is hoped that these changes, with great energy on the part of the surviving establishment, may render the future operation of the Act more successful than it has hitherto been. On this point, the Chambers of Commerce of London, Liverpool, Manchester, Glasgow, and Bombay will be requested to be good enough to report in October 1873, and to state, after full consideration, whether in their opinion the Act should be maintained or placed in abeyance. If it then appears that an improvement has been effected, and that adulteration has been reduced, it will be an inducement for Government to maintain the Act. If, on the other hand, no improvement is then apparent, and it is the wish of the Chambers of Commerce before mentioned that the Act should be placed in abeyance, it will be the duty of Government to take the matter again into consideration. A Committee of the Legislative Council of His Excellency the Governor of Bombay will, at an early date, be appointed to take evidence on and investigate the subject; and all officers employed under Act IX. of 1863, except those whose services are at once to be dispensed with, should be informed by the Inspector in-Chief, that after the 31st December 1873 their services will possibly be no longer required.

19. It appears by reference to the records, that sums of money obtained from the Cotton Frauds Fund, have been spent on objects, such as the general improvement of cotton, advancement of agriculture, repairing cotton gins, &c., &c., not strictly contemplated by the Act, which has for its object the prevention and punishment of wilful adulteration and fraud in the cotton trade only. With the view of meeting the strict requirements of the law, a short bill will be introduced into the Local Legislative Council, legalising these alienations.

E. W. RAVENSCROFT,
Acting Chief Secy. to Govt, Revenue Dept.

To

The Commissioner in Sind,
The Revenue Commissioner, S. D., } With copies for distribution amongst
The Revenue Commissioner, N. D., } the Collectors concerned.
The Commissioner of Customs and Opium,
The Cotton Commissioner and Inspector-in-Chief, Cotton Department,
The Accountant General,
The Legislative Department of the Secretariat,
The Government of India (by letter),
The Secretary to the Chamber of Commerce, Liverpool (by letter),
The Secretaries to the Chambers of Commerce, Manchester, London, Glasgow, and Bombay (by letter).

Detailed Statement of Establishments of the Cotton Department as it stood on the 1st July 1872.

Names.	Rank.	Monthly Salary. Rs.	A.	P.
Inspector-in-Chief, C. D.				
Bombay.				
Major A. T. Moore, V. C.	Inspector-in Chief	1,833	5	4
J. H. Merritt, Esq.	Inspector	800	0	0
S. J. Harrison, Esq.	Do.	800	0	0
Mr. Thomas Kealey	Sub-Inspector	150	0	0
Mr. A. Ardagh	Do.	150	0	0
Mr. S. E. Myer	Do.	150	0	0
Mr. H. M. King	Do.	100	0	0
Mr. A. B. F. Myer	Do.	100	0	0
Mr. Jamsetjee Jeewajee	Do.	100	0	0
Mr. T. Gardner	Do.	100	0	0
Mr. J. Jonalt	Do.	65	0	0
Mr. Wasuntrao Narayen	Head Clerk	140	0	0
Mr. Narayen Babajee	2nd Clerk	65	0	0
Dajee Bapujee	Havildar	15	0	0
Naique	Naique	11	0	0
18 Peons, at Rs 10 each	Peons	180	0	0
Contingencies		89	0	0
	Total..... Rs.	4,848	5	4
Cotton Inspector for Gujrat.				
Surat and Broach.		Rs.	A.	P.
F. Turner, Esq.	Inspector	1,000	0	0
Mr. E. M. Carrel	Sub-Inspector	250	0	0
Mr. Jewanjee Merwanjee	Do.	120	0	0
Mr. Dadabhoy Pestonshaw	Do.	120	0	0
Mr. Nadirshaw Bazonjee	Do.	80	0	0
8 Peons, at Rs. 9 each	Peons	72	0	0
Ahmedabad.				
Mr. Nusserwanjee Pestonjee	Sub-Inspector	120	0	0
Vacancy	Do.	120	0	0
Mr. J. H. Clarke	Do.	80	0	0
Mr. Ratilal Bapulal	Do.	80	0	0
8 Peons, at Rs. 9 each	Peons	72	0	0
Office Establishment.				
Mr. Jamasjee Jeewajee	Clerk	85	0	0
Noorkhan	Naique	10	8	0
7 Peons, at Rs. 9-8-0 each	Office Peons	66	8	0
Contingencies		38	0	0
Preventive Establishment.				
Mr. H. Winkler	P. Inspector	200	0	0
Mr. Syed Hoosein	Do.	80	0	0
2 Peons, at Rs. 9 each	P. Peons	18	0	0
1 Boat, at Rs. 40 per month	Boat	40	0	0
1 Tindal	Tindal	15	0	0
6 Lascars, at Rs. 12 each	Lascars	72	0	0
6 Guards, at Rs 30, 20, and 4 at 12 each	Guards	98	0	0
17 Lascars, at Rs. 10 each	Lascars	170	0	0
5 Boats, at Rs. 8 each	Boats	40	0	0
1 Toney	Toney	3	0	0
	Total..... Rs.	3,050	0	0

COTTON INSPECTOR FOR KHANDESH.

Office Establishment.		Rs.	A.	P.
C. Wilkinson, Esq.	D. Inspector	700	0	0
Bhugwunt Junardhun	Sheristedar	50	0	0
Sittaram Jeewanjee	Clerk	50	0	0
Chuttoo wulud Cassum	Naique	10	0	0
5 Peons, at Rs. 9 each	Office Peons	45	0	0
Contingencies		45	0	0
Mr. J. Michael	Sub-Inspector	120	0	0
Mr. M. Rughoonath	Do.	120	0	0
4 Peons, at Rs. 9 each	Peons	36	0	0
Sholapoor.				
Mr. M. Sargon	Sub-Inspector	150	0	0
2 Peons, at Rs. 9 each	Peons	18	0	0
	Total..... Rs.	1,344	0	0

COTTON INSPECTOR FOR SOUTHERN MARATHA COUNTRY.

Office Establishment.		Rs.	A.	P.
W. Walton, Esq.	D. Inspector	700	0	0
Mr. Goorsidappa Veerbasappa	Clerk	70	0	0
5 Peons, at Rs. 9 each	Office Peons	45	0	0
Contingencies		85	0	0
Mr. H. B. Elsam	Sub-Inspector	150	0	0
Mr. T. Williams	Do.	120	0	0
Mr. J. M. D'Silva	Do.	120	0	0
Mr. C. Raymer	Do.	80	0	0
8 Peons, at Rs. 9 each	Peons	72	0	0
	Total..... Rs.	1,442	0	0

COTTON INSPECTOR FOR SIND.

Office Establishment.		Rs.	A.	P.
A. W. Hughes, Esq.	D. Inspector	500	0	0
Mr. J. McDonald	Sub-Inspector	150	0	0
Mr. Reloomall Permanund	Moonshee	30	0	0
7 Peons, at Rs. 9 each	Peons	63	0	0
Contingencies		75	0	0
	Total..... Rs.	818	0	0

PREVENTIVE INSPECTOR FOR HIS HIGHNESS THE HUBSHEE'S TERRITORY.

		Rs.	A.	P.
Mr. Kajee Burhanoodeen	P. Inspector	250	0	0
Abdool Guphoor Abdoola	Naique	10	0	0
2 Peons, at Rs. 9 each	Peons	18	0	0
1 Tindal	Tindal	20	0	0
6 Lascars, at Rs. 15 each	Lascars	90	0	0
1 Boat, at Rs. 40 a month	Boat	40	0	0
	Total..... Rs.	428	0	0

Bombay Establishment	4,848	5	4
Gujrat do.	3,050	0	0
Khandesh, &c. do.	1,344	0	0
Southern Maratha Country Establishment	1,442	0	0
Sind Establishment	818	0	0
His Highness the Hubshee's Territory Establishment	428	0	0
Grand Total..... Rs.	11,930	5	4

Report of the Committee appointed to consider the Resolution of Government on the subject of the Cotton Frauds Act.

BOMBAY CHAMBER OF COMMERCE, *8th October* 1873.

IN accordance with the Resolution passed at the General Meeting of the Members of the Chamber, held on 16th July last, your Committee took into consideration the Resolution passed by the Government of Bombay, under date 6th February 1873, on the subject of maintaining the Cotton Frauds Act.

The following questions, prepared by your Committee, accompanied by a circular letter from the Secretary to the Chamber, were sent to the cotton merchants and agents in the mofussil :—

I. What is your opinion of the working of the Cotton Frauds Act; and do you consider that the supervision of the Inspectors has had any effect in checking fraud and adulteration in cotton in your districts? Please state how the supervision is exercised.

II. State your experience of the action of the Inspectors under the Cotton Frauds Act, (1) when they were under an Inspector-in-Chief, and (2) since the 31st March 1873, when they were placed under the Collector.

III. Has the time that has elapsed since the alteration was made, been sufficient to enable you to form an opinion, and do you consider the change of system has yet had a fair trial?

IV. If you consider the present system ineffective, can you suggest any method of inspection, which, in your opinion, would be effective?

The replies received to these questions having been fully considered—

Your Committee have now the honour to report to the Chamber that they are of opinion that the alterations made by Government in working the Act, by placing Cotton Inspectors under the control of the Collectors of the Districts in which they are employed,—are likely to render its operations more successful than they have hitherto been, but as these alterations only came into force at the end of the cotton season, they are unable to state from their experience that any good has yet resulted.

Under these circumstances they consider that it would be premature to express an opinion as to the advisability of repealing the Act as now worked in the districts. But they

are distinctly of opinion that the Inspector-in-Chief and his Staff are useless in the Presidency Town, and recommend that the office of Inspector-in-Chief be abolished, and the Bombay Staff paid off or transferred to the cotton-growing districts.

JAMES G. SMITH.
H. E. BRIGHT.
O. NOLKE.
SORABJEE FRAMJEE.
W. F. PEEL.
W. LANG.
M. B. MANUEL.
L. A. BLASCHECK.

The following gentlemen, members of the Committee, but who were unable to attend the Meetings, also approve the report.:—

JOHN K. BYTHELL.
P. A. R. OLDFIELD.
W. G. HALL.

No. 1151 of 1873.

AKOLA, *27th September* 1873.

From A. J. DUNLOP, Esq., Assistant Commissioner, Akola District, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I should be very much obliged if your Committee would be so good as to favour me with their views regarding the character of what is known as the "old Khandesh Cotton" which, as you are so well aware, was eradicated by Mr. Lionel Ashburner at great expense to Government.

2. This seed has, I regret to say, been lately introduced into East Berar, and, as was the case originally in Khandesh, the cultivators appear to be taking eagerly to it on account of the larger yield from the plants, as well as for the facility with which they mature.

3. In my opinion the quality of the Oomrawuttee crop is likely to lose its high character by admixture with this inferior variety of cotton, and some months ago I brought the same to notice. Since then the Resident at Hyderabad has

taken up the subject very warmly, and authorised measures to be taken to prevent the extension of the cultivation of Khandesh cotton: unfortunately however some contrary views are held in East Berar as to the necessity that exists for Government intervention; based chiefly, I believe, on the opinion of a large European purchaser in Oomrawuttee market who does not seem to consider that there is any cause for alarm, and I would therefore solicit an expression of the opinion of your Committee with a view to forwarding the same to Government.

4. I have no doubt that the members of your Committee are familiar with the short staple cotton I refer to, and I trust they may be able to state their opinion without seeing samples which I could not furnish until the end of October, and the Resident is so anxious that measures should at once be taken to prevent the spread of the cotton that any delay is undesirable.

5. You perhaps also may know some individual firms in Bombay who have seen this cotton last year in their Oomrawuttee supplies, and whose testimony would be valuable. I do not anticipate that any one will say that the standard of the Oomrawuttee crop has as yet shown itself to be lower than formerly. Last year the cultivation of the inferior cotton had not attained any great extent, but it is said to be *rapidly increasing*, a good proof of which is that in 1868 the seed was introduced by one man only, and last year it was known to have found a footing in 80 villages in East Berar.

6. The points on which I would specially desire opinions are as follows:—

1st. What is the relative value of the well known Oomrawuttee cotton to the old Khandesh cotton eradicated from that district by Mr. Lionel Ashburner?

2nd. Is it advisable that the last-named cotton should be allowed to find a footing in Berar?

3rd. If not so, should any active steps in the opinion of your Committee be taken to suppress its cultivation, or would you advise that the matter be left very much to itself, trusting that the Cotton Frauds Act, which is still in force in Berar, offers sufficient protection to purchasers?

7. I am sending a copy of this letter direct to Messrs. Gaddum and Co., as I believe they are well acquainted with

the cotton which I am so anxious to see at once eradicated from Berar.—I have, &c.,

A. J. DUNLOP,
Assist. Commissioner, Akola District.

No. 242 of 1873.

BOMBAY CHAMBER OF COMMERCE, *4th October* 1873.

A. J. DUNLOP, Esq., Assistant Cotton Commissioner, Akola District, Akola.

SIR,—I duly received and submitted to the Committee of Management of the Chamber your letter of 27th ultimo for their consideration.

I reply, I am directed to state that in the opinion of the Committee it would be nothing short of a calamity to the cotton trade of Western India to introduce into the Berars the "old Khandesh Cotton." This cotton was formerly known as the most worthless description exported from Bombay, it was in bad times unsaleable, and was mainly used by dealers to mix with, and adulterate the far superior cotton of the Berars, until it was eradicated in 1865.

Oomrawuttee cotton (the name by which the cotton of Berars is generally known) now holds so high a position in the home market that it would be a serious evil to permit the possibility of allowing it to be mixed with the short coarse stapled Khandeish cotton, and mixed it would undoubtedly be if permitted to be grown. The Committee of the Chamber earnestly hope the Resident at Hydrabad will prevent the introduction of the old Khandeish cotton seed into the Berars in the interests alike of the ryots and the cotton trade of Western India.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX Y.

COTTON STATISTICS, AND THE COMMISSIONER OF COTTON AND COMMERCE.

No. 147 of 1873.

BOMBAY CHAMBER of COMMERCE, 16*th June* 1873.

To the SECRETARY to the GOVERNMENT of INDIA, Department of Revenue, Agriculture, and Commerce, Simla.

SIR,—I have the honour, by direction of the Committee of Management of this Chamber, to draw the attention of His Excellency the Viceroy and Governor General in Council to the circumstance that the informing and most useful statistical returns—showing in detail the quantity of cotton exported from the stations of the G. I. P. Railway in the Central Provinces and the Berars, in full-pressed, half-pressed bales, and docras, which had been regularly supplied every fortnight during the cotton season, from 1867 to May 1872 to the Chamber, and published also in the local papers here for general information,—have ceased to be supplied since the last-mentioned date, and that, for the season 1872-73, no statistics of the character in question have been supplied to the Chamber, or in any other way been made public.

On making inquiry on the subject at the office of the G. I. P. Railway here, the Committee have been informed that the statistics were prepared by the Company in 1867 at the request of the then Cotton Commissioner, Mr. Rivett-Carnac, and regularly supplied to that department which published the same for the information of all interested in the cotton trade of Western India; but that it was not now the intention of the department to continue these reports, and the Company would therefore cease to prepare them.

The Committee of this Chamber desire respectfully to represent to His Excellency the Viceroy in Council that

these reports have been of great use to the merchants here as showing in a very accurate and complete manner the progress of the exports from the cotton districts in the Berars and Central Provinces during the season, and also the manner in which the cotton is sent forward: thus enabling them to see at a glance the progress made in full-pressing in the cotton districts, which had risen from a few thousand bales in 1867 to more than two-thirds of the crop in 1872.

The Committee earnestly hope His Excellency the Viceroy in Council may be pleased to order that these reports be continued as heretofore.

I beg to enclose herewith for reference one of the latest of these reports in the weekly form as supplied up to May 1872, since when no further reports have been supplied.—I have, &c.,

JAMES TAYLOR, Secretary.

No. 142.

SIMLA, 30*th June* 1873.

From C. J. LYALL, Esq., Offg. Under-Secretary to the Govt. of India, Department of Agriculture, Revenue, and Commerce, to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter, dated the 16th instant, I am directed to forward herewith copy of a letter addressed to the Chief Commissioner of the Central Provinces and to the Resident at Hydrabad, relative to the preparation of the statistical returns required by the Chamber, showing in detail the quantity of cotton exported from the stations of the G. I. P. Railway in the Central Provinces and the Berars.

2. I am to state that the matter will not be lost sight of by the Government of India.—I have, &c.,

C. J. LYALL,
Offg. Under-Secy. to the Govt. of India.

Nos. 140 and 141.

SIMLA, 30*th June* 1873.

From C. J. LYALL, Esq., Offg. Under-Secretary to the Govt. of India, Department of Agriculture, Revenue, and Commerce, to the CHIEF COMMISSIONER, Central Provinces, and the RESIDENT at Hyderabad.

SIR,—I am directed to forward herewith copy of a letter, dated the 16th instant, from the Bombay Chamber of Commerce and of its enclosure, and to inquire whether you could not arrange in consultation with the Resident at Hyderabad, and Chief Commissioner of the Central Provinces, for the preparation and transmission of the statistical returns, referred to by the Chamber, showing in detail the quantity of cotton exported from the stations of the G. I. P. Railway in the Central Provinces and the Berars.

2. I am to request that you will be good enough to take early action in this matter.—I have, &c.,

C. J. LYALL,
Offg. Under-Secy. to the Govt. of India.

[True Copy.]

J. O'CONNOR, Registrar.

APPENDIX Z.

THE STEAM VESSELS' SURVEY BILL.

No. 223 of 1873.

BOMBAY CHAMBER OF COMMERCE, *5th September* 1873.

To J. NUGENT, Esq., Secretary to the Council of His Excellency the Governor of Bombay for making Laws and Regulations, Poona.

SIR,—I have the honour, by direction of the Committee of Management, to state for the information of His Excellency the Governor that the "Bill to amend Bombay Act No. II. of 1864 providing for the Periodical Survey of Steam-vessels, and to provide for the examination of Engineers of Steam-vessels," as amended by the Select Committee of His Excellency's Council for making Laws and Regulations, has been under the consideration of the Chamber; and I am now instructed to lay before His Excellency the alterations the Committee recommend should be made in some of the Sections of the Bill before he consents to its being passed.

Section I. Though improved by the Select Committee, still overlooks the important fact that only steamers carrying passengers require to have a certificate from the Board of Trade; the larger number of cargo steamers that come to Bombay carry no Board of Trade certificate, and it seems unjust that such steamers should be subjected to a compulsory survey on arrival here, on this ground, when they are otherwise well classed and can show certificates of their classification and well found condition when they leave the home ports.

The Committee consider that mere cargo steamers from British ports should be exempt from survey on the production of certificates of classification from the ports they start from, unless they should have met with an accident on the voyage, and they trust Section I. may be amended in accordance with this suggestion.

In reference to Section II. it has been pointed out to the

Committee that requiring the surveyor to board steamers on arrival to ascertain whether they possess certificates or have sustained injury would, in the busy season, when steamers are rapidly coming and going cause delay and inconvenience; and it has been suggested that it would be preferable to require that the captain when reporting his vessel inwards to the Harbour Master, or at the Custom House, should at the same time be required to produce his certificate from the Board of Trade, or otherwise together with a declaration as to the condition of his vessel, machinery, &c., under the penalty of a fine.

Sections VIII. to XIII. inclusive, requiring an examination of Engineers and granting certificate, &c., seem of doubtful expediency as they now stand: every steamer arriving from a British port carries an experienced Engineer holding a certificate of competency as required by law, and would therefore not be affected: the persons affected would be principally natives who have had no education of a scientific character, but who from practical experience have acquired the knowledge necessary to enable them to work a steam-engine. Improvement is no doubt much required in respect to this class of men who can hardly be considered engineers, but it seems questionable whether such improvement can be affected under the Sections above quoted; all will depend on the character of the examination, which ought to be of a practical and simple character, and the fees so light as to be little more than nominal.

In reference to Section XIV. the Committee respectfully recommend that it should be so framed as to enact absolutely the exemption from the operation of Sections XII. and XIII. of the Bill all steam-tugs, steam-barges, and steam-launches; and that the same description of craft should be exempted under Section I. from the burden of survey fees, as the levy of these on steam tugs, barges, and launches would have the effect of obstructing and injuring trade by placing unnecessary burdens on the steam appliances used for facilitating the work of the port.

Requesting you will place this letter before His Excellency on receipt hereof, and that he may favourably consider its recommendations.—I have, &c.,

JAMES TAYLOR, Secretary.

APPENDIX A A.

ADDRESS TO LORD NORTHBROOK, VICEROY AND GOVERNOR-GENERAL OF INDIA.

CHAMBER OF COMMERCE, *Bombay, 8th November* 1872.

To His Excellency the Right Honourable LORD NORTHBROOK, G.M.S.I., Viceroy and Governor-General of India.

May it please your Lordship,—We, the Members of the Bombay Chamber of Commerce, cordially unite with all other classes of the community in offering to your Lordship our sincere congratulations, and in bidding you a hearty welcome, on this occasion of your first State visit to Bombay after assuming the high office of Viceroy and Governor-General of India.

When your Lordship landed at Bombay six months ago on your way to the seat of Government at Calcutta, you did the Chamber the honour, during your short stay, to receive a deputation of the Committee of Management appointed to lay before you the views of the members on certain questions of great importance to the commercial interests of this part of India; and it is in reference to this still unsettled questions that they avail themselves of the present opportunity of placing briefly before your Lordship their opinions thereon.

At the time referred to, full information regarding the terms and character of the purchase of the Elphinstone property by the Government of Bombay, and the views of the Government of India regarding the completion of the works and the management of the estate, had only just been made public; the Committee therefore took the liberty of representing to your Lordship the desirability of the mercantile community of Bombay being allowed an opportunity of expressing an opinion as to the best mode of utilizing the property before the question was settled by Government.

The Committee also represented that, as the Elphinstone purchase had placed new heavy burdens on trade, without

giving any increased accommodation, it would not be possible to augment the revenue of the port until docks were constructed in which large sea-going vessels could load and unload; and that the funds required to complete the Elphinstone estate should therefore be provided by Government, free of any charge for interest while the works were in progress, and the port only made to pay interest on the capital thus expended from the date that the docks were handed over to the port Trustees ready for use.

A Special General Meeting of the Members of the Chamber was held shortly afterwards, at which resolutions were unanimously passed, to the effect that the Government of Bombay should be urged to take early steps to place the management of the Elphinstone property, and all other public bunders and landing-places, in the hands of a Port Trust constituted in accordance with the views expressed by the Government of India; and that the scheme proposed for completing the Elphinstone property, and providing accommodation for the shipping of the port, should be proceeded with as promptly as possible, and the necessary funds provided by the Government of India without any charge for interest on the outlay until the works were completed.

These resolutions were in due course submitted to the Government of Bombay, and printed copies forwarded to the Government of India for information.

Since then the Members of the Chamber have seen with satisfaction that a Bill has been introduced into the Council of the Honourable the Governor of Bombay for making Laws and Regulations only, intended to provide for the constitution of a Trust, under which it is proposed to place the conservancy and management of the harbour, wharves, and portions of the foreshore belonging to Government.

In reference, however, to this Bill, the Members of the Chamber have noticed with regret that, according to its provisions, all money advanced for the construction of harbour works would bear interest, even while those works were incomplete, and consequently incapable either of rendering any service to trade or yielding any revenue.

It is believed than an expenditure of a million sterling will have to be incurred on the basins or docks and other necessary works, before the landed estate of the Elphin-

stone property, which is to be charged to the Trust, can become productive; and if interest on the expenditure is to be charged while the works are in progress, the trade of the place must inevitably be greatly injured.

We therefore earnestly hope your Lordship may be pleased to take our request into your immediate consideration, and to arrange that provision be made in the Bill by the Government of Bombay for the necessary funds being provided on the terms we have suggested.

Prior to the date of the Elphinstone purchase, the improvement of the port of Bombay had, we hardly need remind your Lordship, been so far recognized as something more than a merely local object, and imperial funds had been advanced free of interest for the construction of several expensive works; the port was never asked to pay interest on these works while in progress, and we would respectfully submit to your Lordship that the fact of the trade of the port being now burdened with the Elphinstone property does not constitute a good reason for the improvement of the harbour being made henceforward entirely a local, instead of both a local and imperial, consideration.

Another subject of the greatest importance to the commercial and general interests of the people of Western India—namely, direct railway communication between Bombay and Northern India *via* Guzerat and Rajpootana—was briefly referred to by the deputation which had the honour of waiting on your Lordship in April last.

The necessity of such a line has been urged by this Chamber on Government on various occasions during the past six years, for the members are thoroughly persuaded that there is no line of railway so urgently required by the country.

The importance and value of such a line, alike on political and commercial grounds, has been repeatedly recognised by successive Governors-General, Governors of Bombay, and by eminent public servants on both sides of India.

The Marquis of Dalhousie, in his memorable Minute of 1853 on Indian Railways, said:—"A line of railway connecting Upper India with the Western Ports, and with the Presidency of Bombay, would be of great political and commercial value, and he begged leave strongly to advocate its construction."

Little has, however, been done to give effect to his views,

and the Members of the Chamber have noticed with regret that the action which has been taken by the Government of India in this matter is likely to be injurious instead of useful to Bombay.

A State line proceeding from Delhi to Ajmere is already under construction, and yet not only have no steps been taken on this side of India for a line from some point on the B. B. and C. I. Railway to Ajmere, but, according to the information before us on the subject, it is not yet decided that anything shall be done in that direction.

We desire specially to bring to your Lordship's notice that a large trade which formerly existed between Bombay, Rajpootana, Northern India, and the Punjab, has, since the completion of railway communication from Calcutta to Lahore, been passing from this to the other side of India, and unless a line of railway, of the character above referred to, be speedily made, Bombay will lose altogether its trading relations with these important districts of India.

In addition to the other disadvantages under which Bombay labours in competing with the other side of India for her share of the trade with the North and the Punjab, she has also to contend against the high rates charged for the carriage of piece-goods, yarns, and other articles by the G. I. P. Railway, as compared with the rates charged for the same class of goods on the E. I. Railway; and though after much trouble, and after appealing to Her Majesty's Principal Secretary of State for India, the Chamber succeeded last year in effecting a reduction in the G. I. P. Railway Company's rates, we are still paying very much more than the East Indian Railway Company's tariff.

The Committee of Management lately had the honour of transmitting to your Lordship a Memorial from the Chamber praying for the repeal of the export duty on wheat, and the members trust that the reasons therein set forth may induce your Lordship to give our representations favourable consideration.

With our best wishes for your Lordship's health and prosperity, and with the assurance of our high respect,

In the name and on behalf of the Members of the Bombay

Chamber of Commerce,—We have the honour to remain your Lordship's most faithful and obedient servants,

JOHN K. BYTHELL, Chairman.
JAMES MACALISTER, Deputy Chairman.
J. A. FORBES,
E. LORD,
R. E. BICKERDIKE,
ROBERT CAMPBELL,
SORABJEE FRAMJEE,
} Members of Committee.
JAMES TAYLOR, Secretary.

THE VICEROY'S REPLY TO THE ADDRESS.

GENTLEMEN,—I am very grateful to you for your hearty welcome, and I am glad of an opportunity of receiving your opinions upon the questions which you consider to be of importance as affecting the prosperity of the trade of Bombay, in which I take a lively interest.

Your Memorial on the subject of the export duty upon wheat has not yet come before me, I can therefore only say in regard to it that the reasons which you have put forward for the abolition of the duty will be carefully considered when the financial arrangements for next year are discussed. The Government of India is fully aware of the political and commercial importance of opening communication by railway between Upper India and the Bombay and Baroda Railway, and we have lately ordered a survey to be made of the proposed line between Ajmere and Ahmedabad.

Under the contracts with the Guaranteed Railway Companies the Government of India has no power to direct any further reductions in the rates charged by those companies, but our opinion has often been strongly expressed in favour of low rates, and from what I have recently heard I believe that the Boards of Direction in England are now generally disposed to adopt the same view.

The opinion of the Chamber of Commerce on the best mode of completing the Elphinstone Dock works and of managing the estate has, I know, been carefully considered by Sir Philip Wodehouse, and I hope that by the presence of the Executive Council of the Government of India in Bombay we shall be able now finally to dispose of that long pending question.

APPENDIX B B.

MISCELLANEOUS.

I.—TRADE BETWEEN INDIA AND ODESSA.

CALCUTTA, *27th January* 1873.

From J. GEOGHEGAN, Esq., Under-Secretary to the Government of India, Department of Agriculture, Revenue, and Commerce, to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward, for information and for any remarks which the Chamber may wish to make, copy of a letter from Her Majesty's Consul General at Odessa, dated the 22nd November last, on the subject of trade between India and that port.—I have, &c.,

J. GEOGHEGAN,
Under-Secretary to the Government of India.

(COPY.)

BRITISH CONSULATE GENERAL, ODESSA, *22nd Nov.* 1873.

To C. W. AITCHISON, Esq., Secretary to the Government of India, in the Foreign Department.

DEAR SIR,—I have had the pleasure of receiving your

letter of the 21st of September, in which you have asked me, on the part of His Excellency the Viceroy and Governor General of India, for information relative to the trade which has recently sprung up between India and this port through the Suez Canal and of the prospects of that trade, and I will now endeavour to reply to your inquiries.

Early in March 1871 two ships of the Russian Steam Navigation Company (which is subsidized by the Government) were despatched from this port as an experiment to the Indian seas—one, the "Nakhimoff," termed a steam transport, nominally of 3,200 tons burthen, was directed to Bombay; the other, the "Ichikatcheff," also a steam transport of 3,600 tons nominally, to China. They took from this only coals, as there is absolutely no merchandise suited to the markets of India or China to send from this country. These vessels returned in May and July, respectively, with cargoes—that from Bombay bringing 4,539 bales of cotton, and 520 packages of rice, coffee, gum, and pepper for Odessa, after discharging on her way 1,958 bales of cotton for the Mediterranean. The "Ichikatcheff" brought 34,425 chests of China tea. Nearly all these goods on arrival here were forwarded on to the North.

The freight gained on these return cargoes, especially on that from China, was understood to have been remunerating as such, and the trial, I believe, would have been deemed successful had there been any goods to send on the outward voyage. To carry coals from this to one or two coaling stations on the way could never be an advantageous mode of provisioning whilst the coal is derived in a great measure from England, so that the outward voyage was a dead loss in the enterprise. The articles of exportation from this consist chiefly of grain, flour, oil-seeds, wool, tallow, hemp, flax, and hides, none of which would be suitable as cargoes for the Indian seas, so that the difficulty at the very outset of the enterprise appears to be for the present insurmountable.

In the course of this year, however, the "Nakhimoff" has made two more voyages to Bombay, and the "Ichikatcheff" one to China, whilst a third vessel, the "Rossia," was directed from England to China.

The "Nakhimoff" on her two return voyages has brought the following merchandise to this port, namely:—

On 12th March 1872—6,204 bales of Cotton, after leaving on the way 625 bales for the Mediterranean.

On the 16th July 1872, 2,050 bales of Cotton,
100 casks of Cocoanut Oil,
62 cases of Ginger,
70 „ of Cloves,
62 „ of Gum,
22 „ of Gulinga,
13 „ of Sundries,
} After leaving on the way 1,744 packages for London, and 2,605 packages for Suez and the Mediterranean.

The "Ichikatcheff" and "Rossia" brought from China, respectively, 37,329 and 25,928 chests of tea; and an English vessel, the "Danube," arrived in September direct from China with 1,300 tons of tea and 16 bales of silk, which details, as far as they relate to Russian vessels, have been obtained with difficulty, as the Russian Company is jealous of any inquiry into their affairs. Almost all the above goods received here were, like the preceding ones, destined for the North, from whence proceed the orders for their purchase in the East.

It was hoped that by sending the vessels of the Company to England with grain, &c., and thence with cargoes for the Indian seas, the disadvantage the trade labours under in consequence of there being nothing to ship direct, either to India or China from this port, would have been overcome; but I am told that in the trial made this year the result was not satisfactory, owing to freights in England being low.

With respect to the consumption of Indian produce in this country, as the direct trade is of such recent date, little can be positively stated. The country had previously been supplied with what it required of such articles from England by sea or through Germany, and I find from Returns for the years 1858-60 and for 1864 (the latest I can procure) the value or qualities given to several articles of importation of common production in India, for the entire consumption of this country, which I will put down in the subjoined table, premising, however, that probably few of the goods referred to were of Indian origin.

TABLE OF SOME IMPORTS INTO RUSSIA.

Articles.	From England direct.	From Persia, Central Asia, &c.	Quantity or value of Imports from all countries.
Cotton, in 1864	£2,500,000	From 1858-60, 3,500 Tons.	From 1858-60, 42,000 Tons.
Indigo ,, ,,	264,000	,, ,, ,, ,,	In 1864, 12,635 Cwt.
Tea ,, ,,	217,000	,, ,, ,, ,,	,, £1,175,300 worth
Silk ,, ,,	2,0 0	,, ,, ,, ,,	,, 1860, 645 Cwt.
Coffee ,, ,,	220,000	,, ,, ,, ,,	,, 1864, 445,230 Cwt.
Raw Sugar ,,	Quantity very small.	,, ,, ,, ,,	,, ,, 1,073,700 ,,
Rice ,, ,,	,, ,, ,,	,, ,, ,, ,,	,, ,, 80,000 ,,
Spices (Pepper, Ginger, Pimento, &c.		,, ,, ,, ,,	,, ,, 12,000 ,,

Gum Olibanum (used as Incense)—Two or three kinds of Incense are largely consumed in Russia.

Turmeric and Golinga Root } Imported in small quantities.

Opium consumption in Russia quite insignificant, and only for medicinal purposes.

The greater part of the cotton mentioned in the foregoing Table was of American growth.

The whole of the cotton manufacturing industry of Russia was valued by Mr. Michell at £12 millions sterling for the year 1864.

About 250,000 persons of both sexes were employed in the cotton mills before the American war, and some 750,000 more were supposed to be engaged in the villages of the country in spinning, weaving, and printing cotton. In the provinces of St. Petersburgh, Moscow, and Vrademir there were sixty cotton mills working 1,500,000 spindles, and it is reasonable to suppose that since then the consumption of cotton may have been on the increase in Russia whenever a full supply of the article was procurable in consequence of the success which has attended the establishment of native manufactures and the high appreciation they have obtained in the opinion of foreigners—a success which, whilst the present protective measures are continued, can scarcely fail of producing a further development of that branch of industry which is at present only in its infancy.

The importations of cotton direct from India to this port have, I believe, been principally or entirely for one firm at Moscow, but an opening for the trade through this place having been found, I doubt not the advantages this route possesses over any other will gradually attract general attention, and that in time the country will be largely

supplied with the productions of India through Odessa, though in commerce as in everything else progress in Russia is very slow, and commercial enterprise at a very low figure. I am told that, as a rule, the actual importations into this country may be taken as the measure of the demand or consumption, since only just what is seemingly required for home use is ever brought from abroad, which shows how little the spirit of enterprise or speculation is astir, and the great manufacturers being likewise the importers of the produce they consume, the trade even in an article like cotton passes through few hands.

I cannot learn that the indigo you mention has been landed here. Possibly it has been smuggled or sent via Germany, which route seems to offer some advantages over this for illicit trade.

The tea produced in India, and of which samples have been brought to this country, is not liked. Its strength is not appreciated in the absence of a better flavour, and the cost is considered too high.

The direct trade which has been opened with India by Russian vessels cannot be termed a success, but it is understood to be partly supported by a subsidy or mileage which the Government grants as an encouragement to or means of forcing a trade under the Russian flag. In this way it may of course be maintained so long as the sacrifice is made, but if left to itself, such a trade must come to naught. Should the Russian Company, however, withdraw from it, the importations from India would no doubt be taken up by English ships, and *steamers* would be pretty sure of finding cargoes for Western Europe at this port at most seasons but particularly in autumn. There is, however, one chance in favour of the continuance of the direct trade to and from India in Russian shipping, and that is the development of coal-fields in the country of the Don, and it is hoped that the produce may become an export of considerable consequence to countries in the circuit of the Mediterranean, and possibly even to the Indian seas.

I must apologise for this very imperfect sketch. In the impossibility of obtaining on the spot all the information I required, I addressed myself to a gentleman at Moscow for some details which would have rendered this account

more complete, but his answer does not come, and I will not longer delay my reply to your letter.—I am, &c.,

KEITH EDWARD ABBOTT,
H. M.'s Consul General.

P.S.—It strikes me that Odessa would be a very favourable point at which to establish a depôt of Indian produce, particularly of cotton, indigo, and Ceylon coffee, but no English house of commerce has existed here since the Crimean War. I should be very happy to give you any further information should you desire it, as far as it is procurable.

No. 101-G.

Copy forwarded to the Department of Agriculture, Revenue, and Commerce for information.—By order,

C. E. BUCKLAND,
For Offg. Under-Secy. to the Govt. of India.

Foreign Dept., Genl., Fort William, the 14th Jan. 1873.

[True Copy.]

J. EDN. HUME,
Assistant to Secretary.

Department of Agriculture, Revenue, and Commerce.

Disbursements.	Amount.			Receipts.	Amount.		
	Rs.	A.	P.		Rs.	A.	P.
Rent	1,820	0	0	Balance at the Credit of the Chamber as shown in last Year's Account at the New Bank of Bombay	7,226	2	6
Printing	1,691	0	0				
Advertisements	233	7	3	Subscriptions and Publications	23,477	0	0
Newspapers and Books	361	7	0				
Postage and Receipt Stamps	179	8	4	Realized by Sales of Daily and Weekly Trade Returns and Manifests	3,258	0	0
Office Salaries and petty Charges, &c.	9,111	8	0				
Stationery	273	1	0	Do. Miscellaneous Receipts for Stamping Callipers, &c.	62	12	0
Daily and Weekly Trade Returns and Manifests :—				Do. by Subscriptions for the Orphan Children of the late Mr. Henry Brooke	6,313	7	0
Salaries Rs. 4,715 0 0							
Printing „ 6,545 8 0							
	11,260	8	0				
Brooke Orphan Fund :—							
Bombay Scottish Education Society :—							
Balance in hand paid for the benefit of the Orphan Children of the late Mr. Henry Brooke	6,313	7	0				
Balance	9,087	3	11				
Total.....Rs.	40,337	5	6	Total.....Rs.	40,337	5	6

Balance in hand at the New Bank of Bombay, 3rd October 1873 .....Rs. 9,087 3 11

APPENDIX BB.

MEASUREMENT FEE ACCOUNT, from September 1, 1872, to September 30, 1873, Inclusive.

To Disbursements, Salaries, Printing, Advertising, &c. .....Rs.	17,221	9	2	By Balance as per last Account...Rs.	19,034	13	1	
				„ Amount short credited ..... „	600	0	0	
							19,634	13 1
„ Balance to Credit of the Account ..... „	20,343	4	11	„ Interest on Fixed Deposit of Rs. 8,000 for 1 year at 5 p. ct. „	400	0	0	
				„ Ditto on Fixed Deposit of Rs. 15,000, for 1 year at 5 per cent ..... „	750	0	0	
							1,150	0 0
				„ Receipts from Fees			16,780	1 0
Total.....Rs.	37,564	14	1	Total.....Rs.	37,564	14	1	

Note.—Of the above Balance, Rs. 15,750 was placed on a Fixed Deposit, subject to 12 months' Notice of withdrawal, at 5 per cent. per annum, with the Chartered Mercantile Bank, on 25th October, 1873. The remaining Funds, Rs. 4,593-4-11, in Current Deposit Account with the New Bank of Bombay, Limited.

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